

The Archer/Central
Tax Increment Financing
Redevelopment Plan and Project
Revision #1



City of Chicago • Richard M. Daley, Mayor

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PGA URBAN CONSULTING

with assistance from
ERNEST R. SAWYER ENTERPRISES, INC. & GOODMAN WILLIAMS GROUP

Appendix

FORWARD

The proposed Archer/Central Redevelopment Plan and Project Area is part of an overall effort to facilitate redevelopment in the vicinity of Midway Airport. Recent transportation investments by the public sector for Midway Airport, the Adlai Stevenson Expressway and the CTA's extension of the Orange Line have or will help to revitalize this portion of the City. However, these investments are not directed toward improvement of properties along commercial corridors or within industrial sites. The City is proposing to establish several Tax Increment Financing Districts to help facilitate private redevelopment efforts that can build upon the public investment in the transportation network and revitalize important commercial and industrial sites located in the southwestern portion of the City.

On the following page is a map indicating the six Tax Increment Financing districts that together will help to revitalize properties in the vicinity of Midway Airport. The location of the proposed Archer/Central Redevelopment Project Area and its relation to the other five districts is also indicated. Criteria for establishing a Tax Increment Financing district, land use and zoning patterns and the goals of the City were used to determine the final configuration of the six districts. However, the overall goal is to establish all six districts so that revitalized commercial and industrial sites can provide growth for the City and employment and businesses opportunities for the residents of the City of Chicago.

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Attachment One - Eligibility Study

Attachment Two - Maps and Plan Exhibits

- Exhibit A - Boundary Map of TIF Area
- Exhibit B - Existing Land Use Assessment Map
- Exhibit C - Generalized Land Use Plan
- Exhibit D - Generalized Existing Zoning Map
- Exhibit E - Sub-Area Key Map
- Exhibit F - Enterprise Zone Map
- Exhibit G-1 Land Acquisition Map
- Exhibit G-2 Parcels To Be Acquired By City

Attachment Three - Legal Description

Attachment Four - 1998 Estimated EAV by Tax Parcel

SECTION I. INTRODUCTION AND EXECUTIVE SUMMARY

A. Area Location

The Archer/Central Redevelopment Project Area (hereafter referred to as the "Area") is located on the southwest side of the City of Chicago ("City"). The northern limits of the Area are approximately 12 miles southwest of the central business district. A location map indicating the general location of the Area within the City of Chicago is provided on the following page.

The Area covers approximately 193 acres and includes 72 full and partial city blocks along interconnected linear corridors. The street corridors include:

- Archer from Laramie Avenue on the east to Massasoit Avenue on the west;
- Central Avenue from Archer Avenue on the north to 65th Street on the south;
- 63rd Street from Major Avenue on the west to Keating Avenue on the east; and
- Cicero Avenue from 60th Street on the north to Marquette Avenue on the south.

The boundaries of the Area encompass commercial and industrial properties adjacent to Midway Airport and the major streets that border Midway Airport. These corridors provide the industry, employees and residents of the Area, as well as adjacent areas, with commercial service and retail shopping and employment. The Area also contains uses associated with private fixed-base operators and airline support facilities located within the boundaries of Midway Airport. The corridors share common characteristics that influence the viability of the entire Area:

- each corridor contains residual core of uses adjacent to, and in some cases associated with, Midway Airport;
- occupancy rates, building age, building conditions and streetscape conditions are similar throughout the entire Area;
- each corridor is in close proximity to another with no clear demarcation of the boundaries between corridors.

The boundaries of the Area are shown on **Exhibit A, Boundary Map of TIF Area** included in **Attachment Two** of the **Appendix**.

B. Existing Conditions

The Area consists primarily of older commercial and industrial properties located along the major streets that border Midway Airport. In addition, properties associated with fixed-base operators and airline support facilities within the limits of Midway Airport are included. A small number of residential uses are included along Archer Avenue, Central Avenue and 63rd Street. (See **Exhibit B, Existing Land Use Assessment Map** included in **Attachment Two** of the **Appendix**).

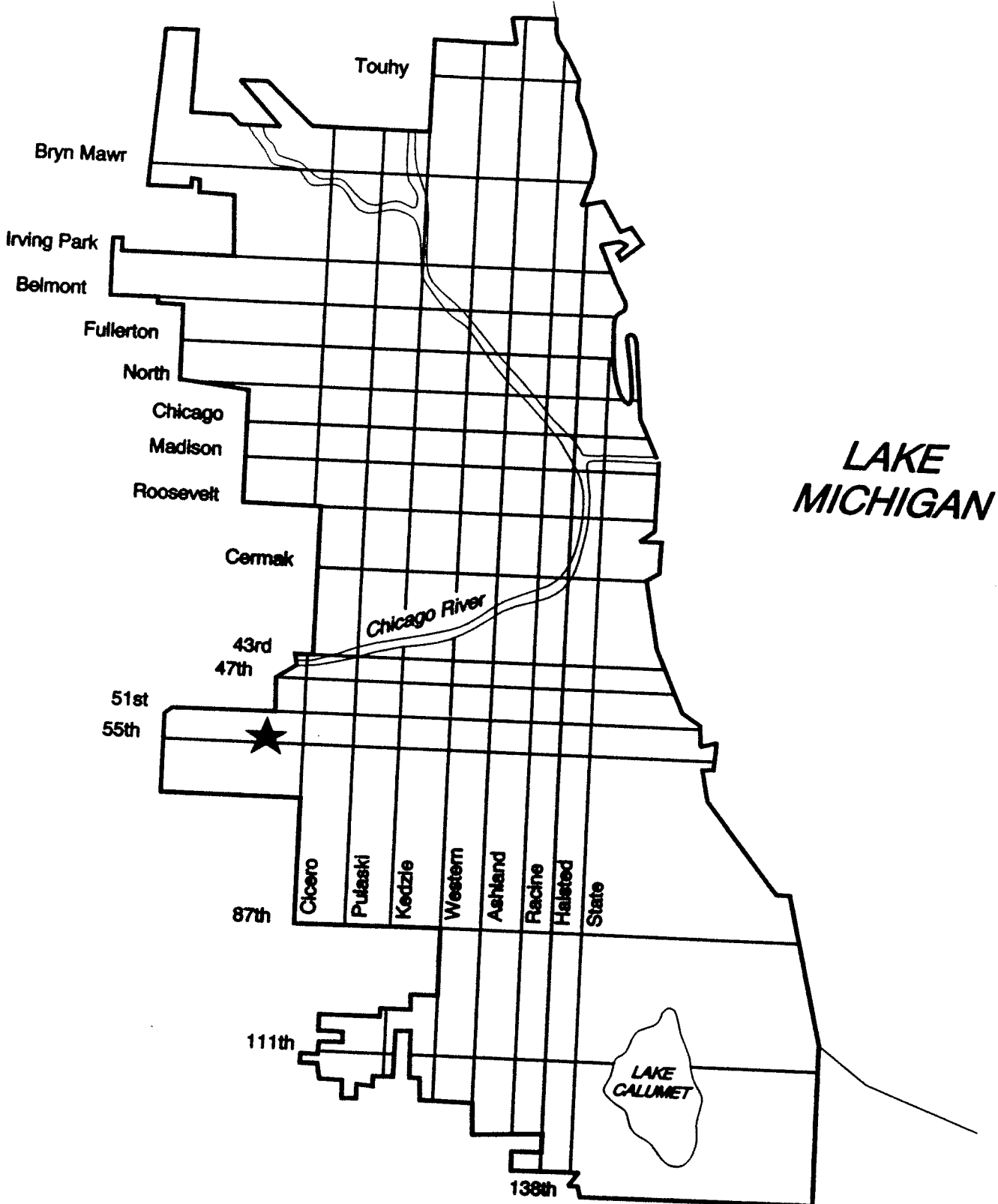
Zoning classifications in the Area are predominantly a mix of industrial and commercial categories. Industrial zoning is associated with the fixed-base operators and airline support facilities within the limits of Midway Airport and airport related activity adjacent to the Airport. Commercial zoning is generally located along Archer Avenue, the south side of 63rd Street, the west side Central Avenue and much of the Archer Avenue section of the Area. Residential zoning is limited to three small pockets. One pocket is located south of 63rd Street along LaPorte Avenue and encompasses Fleming Branch School. A second pocket is located on the west side of Central Avenue south of 57th Street. The third pocket is located on the west side of Long Avenue south of Archer Avenue. Zoning classifications are shown on **Exhibit D, Generalized Existing Zoning Map** included in **Attachment Two** of the **Appendix**.

Many structures in the Area are in need of repair as documented in the **Eligibility Study** included as **Attachment One** of the **Appendix**. Declining conditions are evidenced by deterioration and depreciation of maintenance of some public infrastructure (principally curbs and sidewalks) and deterioration of private properties as documented in the **Eligibility Study**.

The Area is characterized by the following conditions:

- the predominance (74%) of structures that are 35 years old or older;
- obsolescence (58% of buildings or structures);
- excessive land coverage (70% of buildings or site improvements); and
- depreciation of physical maintenance (71% of structures or site improvements).

Location Map
Archer / Central Redevelopment Area
City of Chicago, Illinois



LAKE
MICHIGAN

LAKE
CALUMET

SEPTEMBER 7, 1988



Other blighting factors found to a minor extent are discussed in the **Eligibility Study** included as **Attachment One** of the **Appendix**.

C. Business & Industry Trends

The age of many of the buildings and the lack of contemporary commercial building sites and buildings have contributed to a decline of the Area. The majority of this vacant floor space was near the Central/63rd Street intersection. Along Central Avenue and 63rd Street west of Central Avenue, vacant storefronts, deteriorating structures and structures exhibiting depreciation of physical maintenance are present. Several vacant lots also exist along Central Avenue, Cicero Avenue and 63rd Street. Within the boundaries of Midway Airport, structures exhibit deterioration and exhibit depreciation of maintenance and obsolescence. All uses at the edge of Midway Airport are subject to noise, dirt and fumes from Midway Airport. The Central Avenue/63rd Street intersection, Cicero Avenue/63rd Street intersection and the Central Avenue/55th Street intersection are 500 to 600 feet from the runways and taxiways of the airport.

Efforts by public entities to check decline in the Area have met with limited success. The majority of these efforts have been directed toward on-going maintenance of public streets and improvements and public improvements associated with major improvements to Midway Airport. These efforts have not been directed to eliminating the factors that qualify the Area as a redevelopment area. Despite the investment efforts immediately outside of the Area and limited efforts within the Area, improved industrial and commercial sites in the Area are gradually becoming obsolete and underutilized. The presence of vacant buildings and buildings in need of repair and maintenance is evidence that the public efforts to date have not been effective. Portions of the Area will become blighted and lose the ability to generate jobs and tax revenue if these conditions are not reversed.

D. Redevelopment Plan Purpose

Tax increment financing ("TIF") is permitted by the *Illinois Tax Increment Allocation Redevelopment Act*, 65 ILCS 5/11-74.4-1 *et seq.*, as amended (the "Act"). The Act sets forth the requirements and procedures for establishing a redevelopment project area and a redevelopment plan. This Archer/Central Tax Increment Financing Redevelopment Plan and Project (hereafter referred to as the "Plan") documents the qualifications of the Area. The purpose of this Plan is to correct Area problems and attract new private development. This Plan identifies the activities, sources of funds and procedures to implement tax increment financing pursuant to the Act.

E. Plan Objectives & Strategies

An overall strategy to retain viable businesses, recruit new businesses, and check the loss of jobs from the City is at the heart of the redevelopment efforts. The City has chosen to utilize tax increment financing to revive the commercial and industrial sites and vacant land that make up the Area.

This Plan represents an opportunity for the City to implement a program that can achieve citywide goals and objectives, as well as some that are specifically directed at the Area. These goals and objectives include:

- support of the tax base of the Area;
- retention of the employment base and provision of new employment opportunities in the Area;
- expansion of the tax base through reuse and rehabilitation of commercial and industrial properties;
- development of new commercial and industrial buildings on underutilized and vacant properties in the Area.
- capitalize on the Area's adjacency to the Midway Airport;
- establishment of a program of phased public improvements to help retain business and industries and promote the Area as a place to do business;
- elimination of the conditions that qualify the Area as a conservation area; and
- property assembly as indicated herein to facilitate new development.

This Plan creates a mechanism to revitalize the Area by some improvement of the physical environment and infrastructure and through the orderly transition of residential, commercial and industrial uses to new or expanded uses in the future. The City proposes to use TIF to address needs in the Area and induce the investment of private capital.

In implementing this Plan, the City is acting to facilitate the revitalization of the entire Area. The commercial and industrial sections of the Area should be maintained as a series of commercial and industrial corridors that provide services to the industry of the Area, surrounding residential neighborhoods and Midway Airport. Industrial and commercial uses will be

encouraged to take advantage of underutilized sites in the Area. In some instances, transformation of underutilized sites from existing uses to productive industrial or commercial operations will be encouraged. This Plan is intended to build on the City's previous actions to stabilize commercial and industrial land uses, support commercial and industrial expansion and attract new business and industry to the Area. The City recognizes that blighting influences will continue to weaken the Area and that the entire Area may become blighted if the decline is not reversed.

F. Redevelopment Plan and Project Activities and Costs

The projects anticipated for the Area may include, but are not limited to:

- property assembly;
- street, alley and sidewalk reconstruction;
- transportation improvements (including improvements to at-grade rail crossings;
- utility work;
- property rehabilitation and improvements to various existing properties including streetscape improvements;
- private developer assistance;
- site clean-up and preparation;
- marketing and promotion;
- environmental remediation; and
- planning studies.

The anticipated activities and associated costs are shown on **Table Three, Estimated Redevelopment Project Costs**. The total estimated cost for the activities listed in Table Three are \$16,900,000.

G. Summary & Conclusions

This Plan summarizes the analyses and findings of the consultant's work, which, unless otherwise noted, is the responsibility of PGAV-Urban Consulting ("Consultant"). The City is entitled to rely on the findings and con-

clusions of this Plan in designating the Area as a redevelopment project area under the Act (defined herein). The Consultant has prepared this Plan and the related Eligibility Study with the understanding that the City would rely: 1) on the findings and conclusions of the Plan and the related Eligibility Study in proceeding with the designation of the Area and the adoption and implementation of the Plan, and 2) on the fact that the Consultant compiled the necessary information so that the Plan and the related Eligibility Study will comply with the Act.

The study and survey of the Area indicates that the requirements necessary to designate the Area as a conservation area are present. Therefore, the Area is qualified under the terms of the definitions in the Act. This Plan and the supporting documentation contained in the **Eligibility Study** (included herein as **Attachment One** of the **Appendix**) indicate that the Area on the whole has not been subject to growth and development through investment by private enterprise, and would not reasonably be anticipated to be developed without the adoption of the Plan.

SECTION II - LEGAL DESCRIPTION AND PROJECT BOUNDARY

The boundaries of the Area include only those contiguous parcels of real property and improvements substantially benefited by the activities to be undertaken as a part of the Plan. Since the boundaries of the Area include approximately 193 acres of land, the statutory minimum of 1.5 acres is exceeded.

The boundaries of the Area are shown on **Exhibit A, Boundary Map of TIF Area** included in **Attachment Two** of the **Appendix** and the boundaries are described in the **Legal Description** of the Area included as **Attachment Three** of the **Appendix**. A listing of the permanent index numbers and the 1998 equalized assessed value for all properties in the Area are provided as **1998 Estimated E.A.V. by Tax Parcel** included as **Attachment Four** of the **Appendix**.

SECTION III - STATUTORY BASIS FOR TAX INCREMENT FINANCING

A. Introduction

In January 1977, TIF was made possible by the Illinois General Assembly through passage of the *Tax Increment Allocation Redevelopment Act*, 65 ILCS 5/11-74.4-1 *et seq.*, as amended (the "Act"). The Act provides a means for municipalities, after the approval of a redevelopment plan and project, to redevelop blighted, conservation, or industrial park conservation areas and to finance eligible "redevelopment project costs" with incremental property tax revenues. "Incremental property tax" or "incremental property taxes" are derived from the increase in the current E.A.V. of real property within the redevelopment project area over and above the "certified initial E.A.V." of such real property. Any increase in E.A.V. is then multiplied by the current tax rate, which results in incremental property taxes. A decline in current E.A.V. does not result in a negative incremental property tax.

To finance redevelopment project costs, a municipality may issue obligations secured by incremental property taxes to be generated within the project area. In addition, a municipality may pledge towards payment of such obligations any part or any combination of the following:

- (a) net revenues of all or part of any redevelopment project;
- (b) taxes levied and collected on any or all property in the municipality;
- (c) the full faith and credit of the municipality;
- (d) a mortgage on part or all of the redevelopment project; or
- (e) any other taxes or anticipated receipts that the municipality may lawfully pledge.

Tax increment financing does not generate tax revenues by increasing tax rates. It generates revenues by allowing the municipality to capture, for a prescribed period, the new revenues produced by the enhanced valuation of properties resulting from the municipality's redevelopment program, various redevelopment projects, and the reassessment of properties. Under TIF, all taxing districts continue to receive property taxes levied on the initial valuation of properties within the redevelopment project area. Additionally, taxing districts can receive distributions of excess incremental property taxes when annual incremental property taxes received exceed principal and interest obligations for that year and redevelopment project

costs necessary to implement the Plan have been paid. Taxing districts also benefit from the increased property tax base after redevelopment project costs and obligations are paid.

As used herein and in the Act, the term "redevelopment project" ("project") means any public and private development project in furtherance of the objectives of a redevelopment plan. The term area means an area designated by the municipality, which is not less in the aggregate than 1-1/2 acres and in respect to which the municipality has made a finding that there exist conditions which cause the area to be classified as an industrial park conservation area or a blighted area or a conservation area, or a combination of both blighted area and conservation area. Plan means the comprehensive program of the municipality for development or redevelopment intended by the payment of redevelopment project costs to reduce or eliminate those conditions the existence of which qualified the redevelopment project area for utilization of tax increment financing, and thereby to enhance the tax base of the taxing districts which extend into the redevelopment project area.

Redevelopment that occurs in a designated redevelopment project area will increase the E.A.V. of the property and, thus, generate increased real property tax revenues. This increase or "increment" can be used to finance "redevelopment project costs" such as property assembly, site clearance, building rehabilitation, interest subsidy, construction of public infrastructure, etc. as permitted by the Act.

The Illinois General Assembly made various findings in adopting the Act:

1. That there exists in many municipalities within the State blighted and conservation areas; and
2. That the eradication of blighted areas and the treatment and improvement of conservation areas by redevelopment projects are essential to the public interest and welfare.

These findings were made on the basis that the presence of blight, or conditions which lead to blight, are detrimental to the safety, health, welfare and morals of the public.

To ensure that the exercise of these powers is proper and in the public interest, the Act specifies certain requirements that must be met before a municipality can proceed with implementing a redevelopment plan. One of these requirements is that the municipality must demonstrate that a rede-

velopment project area qualifies for designation. With certain exceptions, an area must qualify generally either as:

- a blighted area (both "improved" and "vacant" or a combination of both); or
- a conservation area; or
- a combination of both blighted areas and conservation areas within the definitions for each set forth in the Act.

The Act currently does not offer detailed definitions of the blighting factors used to qualify areas. The definitions set forth in the Illinois Department of Revenue's "Definitions and Explanations of Blight and Conservation Factors (1988)" were used in this regard in preparing this Plan.

B. The Redevelopment Plan and Project for the Archer/Central Tax Increment Financing Redevelopment Project Area.

As evidenced herein, the Area as a whole has not been subject to growth and development through private investment. Furthermore, it is not reasonable to expect that the Area as a whole will be redeveloped without the use of TIF.

This Plan has been formulated in accordance with the provisions of the Act and is intended to guide improvements and activities within the Area in order to stimulate private investment in the Area. The goal of the City, through implementation of this Plan, is that the entire Area be revitalized on a comprehensive and planned basis to ensure that private investment in rehabilitation and new development:

1. Occurs on a coordinated rather than piecemeal basis to ensure that land use, access and circulation, parking, public services and urban design are functionally integrated and meet present-day principles and standards; and
2. Occurs on a reasonable, comprehensive and integrated basis to ensure that the conservation factors are eliminated; and
3. Accomplishes objectives within a reasonable and defined period so that the Area may contribute productively to the economic vitality of the City.

This Plan sets forth the overall Project which are those public and private activities to be undertaken to accomplish the City's above-stated goal. During implementation of the Project, the City may, from time to time: (i) undertake or cause to be undertaken public improvements and activities; and (ii) enter into redevelopment agreements with private entities or public entities to construct, rehabilitate, renovate or restore private or public improvements on one or several parcels (collectively referred to as "Redevelopment Projects").

This Plan specifically describes the Area and summarizes the factors which qualify the Area as a "conservation area" as defined in the Act. (Also, see the **Eligibility Study** included as **Attachment One** of the **Appendix**).

Successful implementation of this Plan requires that the City utilize incremental property taxes and other resources in accordance with the Act to stimulate the comprehensive and coordinated development of the Area. Only through the utilization of tax increment financing will the Area develop on a comprehensive and coordinated basis, thereby reducing or eliminating the conditions which have precluded development of the Area by the private sector.

The use of incremental property taxes will permit the City to direct, implement and coordinate public improvements and activities to stimulate private investment within the Area. These improvements, activities and investments will benefit the City, its residents, and all taxing districts having jurisdiction over the Area. These anticipated benefits include:

- An increased property tax base arising from new commercial and industrial development and the rehabilitation of existing buildings.
- An increased sales tax base resulting from new and existing development.
- An increase in construction, commercial, industrial and other full-time employment opportunities for residents of the City.
- The construction of an improved system of roadways, utilities and other infrastructure which better serves existing businesses and industries and accommodates desired new development.

SECTION IV – REDEVELOPMENT GOALS AND OBJECTIVES

Information regarding the needs of the Area and proposals for the future was obtained from the City of Chicago, various neighborhood groups, comments expressed at neighborhood meetings and field investigations by the Consultant.

The Area boundaries have been established to maximize the development tools created by the Act and to address Area problems and needs. To address these needs, various goals and objectives have been established for the Area as noted in this section.

A. General Goals for Archer/Central Redevelopment Area

Listed below are the general goals adopted by the City for redevelopment of the Area. These goals provide the overall focus and direction of this Plan:

1. Improve the quality of life in the City by revitalizing the Area. This can be accomplished through creation of secure, functional, attractive, marketable and competitive business environments.
2. Stabilize and enhance the real estate and sales tax base of the City and other taxing districts.
3. Retain sound and viable businesses and industries within the Area.
4. Attract new business and industrial development within the Area.
5. Improve the appearance of the commercial and industrial properties through: building facade renovation/restoration; restoration of deteriorated signage; public and private improvements that will have a positive visual impact.
6. Create new job opportunities within the Area.
7. Employ residents from within the Area as well as adjacent neighborhoods and redevelopment project areas.

B. Redevelopment Objectives

Listed below are the redevelopment objectives that will guide planning decisions regarding redevelopment within the Area:

1. Reduce or eliminate those conditions that qualify the Area as a "conservation area". These conditions are described in detail in the **Eligibility Study** (see **Attachment One** of the **Appendix**).
2. Encourage attractive buildings, rights-of-way and open spaces.
3. Provide public improvements and facilities in relationship to projected demand.
4. Facilitate business retention, rehabilitation and new development particularly where the activities support operations, users and workers at Midway Airport.
5. Assist in the establishment of job training and job readiness programs to provide residents from within, and surrounding the Area with the skills necessary to secure jobs.
6. Provide opportunities for women-owned and minority-owned businesses to share in the process and benefits of redevelopment of the Area.
7. Maximize the existing transportation network of the Area and ensure that the Area is served by a street system and public transportation facilities that provide safe and convenient access.

C. Development and Design Objectives

Listed below are specific development and design objectives which will assist the City in directing and coordinating public and private improvement and investment throughout the Area.

The guidelines are intended to help attract desirable new businesses, foster a consistent and coordinated development pattern and create an attractive image and identity for the Area.

1. Land Use

- Integrate new development with existing businesses throughout the Area.
- Facilitate rehabilitation of commercial and industrial uses.
- Recognize the need for residential uses, to a limited extent, given the Area's current boundaries and existing land use and zoning patterns.

- Promote shared parking.
- Provide for uses associated with Midway Airport in locations that do not infringe on surrounding residential neighborhoods.

2. Building and Site Development

- Repair and rehabilitate commercial and industrial buildings in poor condition.
- Reuse vacant buildings in serviceable condition for new business, commercial or industrial uses.
- Encourage secure parking, service and support facilities that can be shared by multiple businesses and industrial uses.
- Encourage consistent decorative elements around the perimeter of industrial sites and commercial buildings.
- Encourage screening around parking and maintenance facilities associated with airport activity.

3. Transportation and Infrastructure

- Provide safe and convenient access to the Area for trucks, autos and public transportation.
- Improve streets, street lighting, curbs, sidewalks and traffic signalization.
- Promote developments that take advantage of access to the City's mass transit network.
- Provide well-defined, safe pedestrian connections within the Area, and between the Area and nearby destinations.
- Upgrade the major street corridors.
- Improve or repair at-grade rail crossings.

4. Urban Design

- Establish a streetscape system to coordinate the use of light fixtures, sidewalks, paving materials, landscaping, street furniture and signage within the Area.

- Promote high-quality architectural design throughout the Area.
- Replace signage that is deteriorated and unattractive.
- Preserve buildings with historic and architectural value.
- Clear, clean and maintain vacant land.
- Use vacant lots for permanent, attractive open space or off-street parking.

5. Landscaping and Open Space

- Provide landscaped buffer areas around commercial and industrial portions of the Area.
- Encourage landscaped setbacks.
- Promote the use of landscaping and fencing to screen dumpsters, waste collection areas, loading areas, service areas and the perimeter of parking lots.
- Ensure that landscaping and design materials comply with the City of Chicago Landscape Ordinance.
- Promote the development of shared open spaces within the Area, including courtyards, outdoor eating areas, recreational areas, etc.
- Ensure that all open spaces are designed, landscaped and lighted to achieve a high level of security.

SECTION V - BASIS FOR ELIGIBILITY OF THE AREA & FINDINGS

A. Introduction

Attachment One of the Appendix (the "Eligibility Study") contains a comprehensive report that documents all factors required by the Act to make a determination that the area is eligible under the Act. A brief synopsis of this Eligibility Study is included in this Section.

To designate redevelopment project area, according to the requirements of the Act, a municipality must find that there exist conditions which cause such project area to be classified as a blighted area, conservation area, combination of blighted and conservation areas, or an industrial park conservation area. The criteria and the individual factors that were utilized in conducting the evaluation of the physical conditions in the Area are outlined under the individual headings that follow.

B. Area Background Information

1. Location and Size of Area

The northern limits of the Area are approximately twelve miles southwest of the central business district. A location map indicating the general location of the Area within the City of Chicago is provided on the following page.

The Area covers approximately 193 acres and includes 72 (full and partial) city blocks. The Area is generally linearly shaped. The boundary of the Area varies from including both block faces that front the major streets in the Area to including the block face fronting one side of the following streets:

- Archer from Laramie Avenue on the east to Massasoit Avenue on the west;
- Central Avenue from Archer Avenue on the north to 65th Street on the south;
- 63rd Street from Major Avenue on the west to Keating Avenue on the east; and
- Cicero Avenue from 60th Street on the north to Marquette Avenue on the south.

The boundaries of the Area are described in the **Legal Description** included as **Attachment Three** of the **Appendix** and are geographically

shown on **Exhibit A, Boundary Map of TIF Area**, included in **Attachment Two** of the **Appendix**. Existing land uses are identified on **Exhibit B, Existing Land Use Assessment Map**, included in **Attachment Two** of the **Appendix**.

2. Description of Current Conditions

The Area consists of 72 (full and partial) city blocks, 201 buildings and 670 parcels covering approximately 193 acres. The land use percentage breakdown of the Area's acreage is provided below:

Land Use	Percentage of Gross Land Area	Percentage of Net Land Area ¹
Residential	1.2%	2.3%
Commercial	22.1%	40.2%
Industrial	19.8%	36.0%
Institutional and Related	8.5%	15.6%
Vacant/Undeveloped	3.3%	5.9%
Public Right-Of-Way	45.1%	N/A

¹ Net land area exclusive of public rights-of-way.

Much of the Area is in need of redevelopment, rehabilitation and revitalization and is characterized by the three conservation area factors that exist to a major extent (listed below) as well as nine factors that exist to a minor extent (presented later in this Plan):

Obsolescence

Fifty-eight percent (58%) of buildings or parcels exhibited evidence of obsolescence. Obsolescence identified in the Area includes: structures containing vacant space, structures with design and space layouts that are no longer suitable for their current use, parcels of limited and narrow size and configuration and obsolete site improvements including limited provisions for on-site parking.

Excessive Land Coverage

Seventy percent (70%) of buildings or site improvements exhibited evidence of excessive land coverage. Examples of excessive land coverage identified in the Area include: building or site improvements exhibiting nearly 100% lot coverage, lack of required off-street parking and inadequate provision for loading or service areas.

Depreciation of Physical Maintenance

Depreciation of physical maintenance was identified on 71% of buildings and site improvements in the Area. Examples observed in the Area include: unpainted or unfinished surfaces, peeling paint, loose or missing materials, cracks in masonry construction, broken windows, loose gutters and downspouts, and damaged building areas still in disrepair. Trash and debris was also observed on several sites and several parking lots and paved areas exhibited cracks and potholes in need of repair.

The Area on the whole has not been subject to growth and development through investment by private enterprise on a level consistent with other sections of the City and would not reasonably be anticipated to be developed without the adoption of this Plan. Age and the requirements of contemporary commercial and industrial tenants have caused portions of the Area and its building stock to become obsolete and may result in further disinvestment in the Area.

Along portions of the major street corridors that form the Area, several vacant buildings exist and exhibit depreciation of physical maintenance and obsolescence in the form of obsolete platting as evidenced by inadequate parking. Along Archer Avenue, Cicero Avenue and 63rd Street, some commercial properties are underutilized. Many of the commercial and industrial sections of the Area exhibit uses with little off-street parking and streetscapes in need of revitalization. Structures throughout the Area exhibit depreciation of physical maintenance, deterioration and obsolescence. In addition, the Central Avenue and the Belt Railway of Chicago at-grade rail crossing is in need of upgrade.

The City and the State of Illinois ("State") have designated a portion (28.1%) of this section of the community as Enterprise Zone 2. (see **Exhibit F, Enterprise Zone Map** included in **Attachment Two** of the **Appendix**). The Enterprise Zone designation generally only covers that portion of the Area within the limits of Midway Airport. The remaining portion of the Area will not directly benefit from the Enterprise Zone program.

From 1993 through 1998, the Equalized Assessed Value (E.A.V.) of Lake Township, the township that includes the Archer/Central Redevelopment Project Area, increased from \$3.1 billion to \$4.0 billion according to Cook County records. This represents a gain of \$0.9 billion (annual average of 5.8%) during this six-year period. In 1993, the estimated E.A.V. of the Area was \$36.5 million. In 1998, the E.A.V. of the Area was estimated at \$39.8 million. This represents an average annual growth rate of approximately 1.5% during the six-year period between 1993 and 1998. Therefore, the

Area has experienced an annual E.A.V. growth rate that is approximately one-fourth of the annual E.A.V. growth rate experienced in Lake Township during this same period.

Much of the growth occurring between 1993 and 1997 is attributable to a small number of properties scattered throughout the Area. Fourteen properties or 2.1% of the 670 properties in the Area account for 51.1% of the growth between 1993 and 1997. In addition, since 1993, 109 (16.3%) of the properties in the Area have experienced E.A.V. declines. Further, approximately 4.0 percent of the properties in the Area are delinquent in the payment of 1995 through 1997 real estate taxes and 99 building code violations have been issued on buildings since July 1, 1994.

Of the approximately 201 buildings and 193 acres in the Area, 17 permits for new buildings and 4 permits for major rehabilitation projects have been issued since July 1, 1994 according to building permit information provided by the City. However, the majority of new building permits were for residential buildings. Only five non-residential permits for new buildings (four commercial and one industrial) have been issued since July 1, 1994. The 4 major rehabilitation permits were issued for commercial structures. Approximately 74% of the buildings in the Area are or exceed 35 years of age.

As part of the documentation of existing conditions in the Area a separate analysis was performed that looked at development opportunities in the Area. According to information provided by the Goodman Williams Group, a Chicago based real estate research group, the limiting development factors in the Area are the presence of obsolete site layouts, obsolete structures and the necessity to assemble multiple parcels to create developable sites. These conditions have contributed to the decline of adjacent properties and further hinder the appearance of the Area.

C. Existing Land Use and Zoning Characteristics

A tabulation of existing land use by category is shown on the following page:

Table One
Tabulation of Existing Land Use

Land Use	Land Area Gross Acres	% of Gross Land Area	% of Net Land Area ¹
Residential	2.4	1.2	2.3
Commercial	42.6	22.1	40.2
Industrial	38.2	19.8	36.0
Institutional	16.5	8.5	15.6
Vacant/Undeveloped	6.3	3.3	5.9
Sub total - Net Area	106.0	54.9	100.0%
Public Right-Of-Way	87.1	45.1	N/A
Total	193.1 Ac.	100.0%	N/A

Note:

¹ Net land area exclusive of public rights-of-way.

As indicated in Table One, land uses in the Area are predominately commercial and industrial. Commercial uses account for 22.1% of the gross land area (40.2% of the net land area) and are located along the major streets of the Area. Industrial uses comprise 19.8% of the gross land area (36.0% of the net Area). The industrial uses are generally located within the limits of Midway Airport and are associated with fixed-base operators and airline support facilities involved in Airport services.

Three pockets of residential uses exist in the Area. One is located on the west side of Central Avenue south of 61st Street, a second is located on the north side of Archer Avenue west of Latrobe Avenue and the third is located on the south side of 63rd Street. The Area contains 10 single-family residential buildings, 14 multi-family buildings containing a total of 64 residential units, and 45 mixed-use buildings (buildings with first floor commercial uses and second or third floor residential uses) containing a total of 121 residential units. All ten single-family buildings are occupied, 61 multi-family units are occupied and 104 of the 121 mixed-use units are occupied. There are 175 inhabited residential units in the Area. Approximately 1.2% of the gross land area (2.3% of the net land area) is residential.

Two major institutional uses (public parks or schools) are located in the Area. Flemming Branch School is located in the southern portion of the Area on LaPorte Avenue and Minute Man Park is located in the western portion of the Area on Central Avenue.

The land use survey and map focus on the use at street level. It should be recognized, however, that a number of the multi-story buildings (generally along Central Avenue and 63rd Street) are mixed-use structures. The upper floors of these buildings are often multi-family use, constructed so that the business owner could both live above his shop and maximize the rental income potential of the building. In the overwhelming majority of these instances, upper floors are occupied even if the first floor commercial space is vacant. The focus on ground floor uses is not intended to minimize the importance of the second or third floor uses. Maximum use and occupancy of these mixed-use buildings should be encouraged.

Zoning classifications in the Area are predominantly a mix of industrial and commercial categories. Industrial zoning is associated with the fixed-base operators within the limits of Midway airport and airport related activity adjacent to the Airport. Commercial zoning is generally located along Archer Avenue, the south side of 63rd Street, the west side Central Avenue and much of the Archer Avenue section of the Area. Residential zoning is limited to three small pockets. One pocket is located south of 63rd Street along Laporte Avenue and encompasses Flemming Branch School. A second pocket is located on the west side of Central Avenue south of 57th Street. The third pocket is located on the west side of Long Avenue south of Archer Avenue. Zoning classifications are shown on **Exhibit D, Generalized Existing Zoning Map** included in **Attachment Two** of the **Appendix**. Along the boundaries of the Area, residential uses are in close proximity to industries and businesses. The boundary separating residential and commercial/industrial uses is often a local street or alley.

D. Investigation and Analysis of Conservation Factors

In determining whether the proposed Area meets the eligibility requirements of the Act, various methods of research were utilized in addition to the field surveys. The data includes information assembled from the sources below:

1. Contacts with local individuals knowledgeable of Area conditions and history, age of buildings and site improvements, methods of construction, real estate records and related items.
2. Aerial photographs, Sidwell block sheets, etc. were utilized.
3. Inspection and research as to the condition of local buildings, streets, utilities, etc.

4. On-site field inspection of the proposed Area conditions by experienced property inspectors of the Consultant and others as previously noted. Personnel of the Consultant are trained in techniques and procedures to determine conditions of local properties, utilities, streets, etc. and determine eligibility of designated areas for tax increment financing.
5. Use of accepted definitions and guidelines to determine area eligibility as established by the Illinois Department of Revenue manual in conducting eligibility compliance review for State of Illinois Tax Increment Finance Areas in 1988.
6. Adherence to basic findings of need as established by the Illinois General Assembly in establishing the Act. These are:
 - a. In many Illinois municipalities areas that are conservation or blighted areas, within the meaning of the Act.
 - b. The eradication of blighted areas and the treatment of conservation areas by redevelopment projects are essential to the public interest.
 - c. These findings are made on the basis that the presence of blight or conditions which lead to blight, is detrimental to the safety, health, welfare and morals of the public.

In making the determination of eligibility, it is not required that each and every property or building in the Area qualify. It is the Area as a whole that is determined eligible.

The Act currently sets forth 14 separate factors that are to be used to determine if an area qualifies as a "conservation area". In addition, two thresholds must be met. For an area to qualify as a conservation area 50% or more of the structures in the area must have an age of 35 years or more and a combination of 3 or more of the 14 factors must be found to exist such that although the area is not yet a blighted area, it is detrimental to the public safety, health, morals or welfare and may become a blighted area.

The Act currently does not define the blight factors, but the Consultant has utilized the definitions for these terms as established by the Illinois Department of Revenue in their 1988 Compliance Manual. The Eligibility Study included in the Appendix defines all of the terms and the methodology employed by the Consultant in arriving at the conclusions as to eligibility.

Conservation Area: In addition of the age threshold that must be met, a combination of three or more of the following factors must exist for an area to qualify as a conservation area under the Act:

1. Dilapidation
2. Obsolescence
3. Deterioration
4. Illegal use of individual structures
5. Presence of structures below minimum code standards
6. Abandonment
7. Excessive vacancies
8. Overcrowding of structures and community facilities
9. Lack of ventilation, light, or sanitary facilities
10. Inadequate utilities
11. Excessive land coverage
12. Deleterious land use or layout
13. Depreciation of physical maintenance
14. Lack of community planning

Table Two, Conservation Area Factors Matrix, provided on the following page, tabulates the condition of all properties in the approximately 193-acre, 72 full and partial block Area. This Table indicates that three blighting factors associated with improved land are present to a meaningful extent and generally distributed throughout the Area. Further discussion of the relevant eligibility considerations for the Area is included in the **Eligibility Study** included as **Attachment One** of the **Appendix** and summarized in the discussion below:

E. Summary of Findings/Area Qualification

It was determined in the investigation and analysis of conditions in the Area that the Area qualifies as a "conservation area" under the Act. The qualifying factors that were determined to exist in the Area are summarized later in this section. The Plan includes measures designed to reduce or eliminate the deficiencies that cause the Area to qualify consistent with the strategy of the City in other redevelopment project areas.

Declining conditions in the Area, mirroring the experience of other large urban centers, further documents the trend line and deteriorating conditions of the Area. The City and the State of Illinois ("State") have designated a portion (28.1%) of this section of the community as Enterprise Zone 2. (see **Exhibit F, Enterprise Zone Map** included in **Attachment Two** of the **Appendix**). The Enterprise Zone designation generally only covers

Table Two
Archer/Central Redevelopment Project Area
Conservation Area Factors Matrix

* Sub Area	Total Number of Buildings	**		1	2	3	4	5	6	7	8	9	10	11	12	13	14		Total Number of Area Has 3 or More Factors Present
		Buildings of Age and Older	% Total Buildings of Age and Older														Lack of Community Planning	Depreciation of Physical Maintenance	
Total Sub Area 1	57	42	74%	0	41	9	0	10	0	0	0	0	0	44	0	37	0	5	Yes
Total Sub Area 2	12	7	58%	0	4	4	0	3	0	0	1	0	0	4	3	5	3	8	Yes
Total Sub Area 3	4	3	75%	0	2	1	0	1	0	0	0	0	0	0	0	2	0	4	Yes
Total Sub Area 4	11	9	82%	0	9	5	0	3	0	0	0	0	0	9	0	9	2	6	Yes
Total Sub Area 5	29	23	79%	1	14	5	0	0	0	2	0	0	0	11	1	17	1	8	Yes
Total Sub Area 6	17	15	88%	0	16	8	0	8	0	4	0	0	0	16	0	17	0	6	Yes
Total Sub Area 7	20	13	65%	0	15	19	0	11	0	5	0	0	0	15	0	20	0	6	Yes
Total Sub Area 8	14	9	64%	0	3	7	0	7	0	1	0	0	0	11	0	9	1	7	Yes
Total Sub Area 9	15	12	80%	0	5	5	0	2	0	0	0	0	0	9	0	11	2	6	Yes
Total Sub Area 10	16	11	69%	0	5	11	1	12	0	2	0	1	0	15	0	11	0	8	Yes
Total Sub Area 11	6	4	67%	1	2	4	0	4	1	1	0	0	0	6	0	5	1	9	Yes
Total Number of Bldgs. or Parcels Exhibiting Blighting Factors	201	148	74%	2	116	78	1	61	1	15	0	2	0	140	4	143	10	12	Yes
% Total Bldgs. or Parcels Exhibiting Blighting Factors				Less Than 1%	58%	39%	Less Than 1%	30%	Less Than 1%	7%	0%	Less Than 1%	0%	70%	2%	71%	5%		

* Sub-Area designations are graphically identified on the Sub Area Key Map contained in Attachment Two of the Appendix.
 ** Age is not a factor for designation but rather a threshold that must be met before an area can qualify as a conservation area.
 Bold indicates conservation area factors that exist to a major extent.

that portion of the Area within the limits of Midway Airport. The remaining portion of the Area will not directly benefit from the Enterprise Zone program. This designation also recognizes the significant needs of the Area and underscores the need for public financial incentives to attract private investment. (see **Exhibit F, Enterprise Zone Map** included in **Attachment Two** of the **Appendix**).

The conclusion of the Consultant is that the number, degree and distribution of eligibility factors as documented in this report warrant the designation of the Area as a conservation area as set forth in the Act. The summary tables contained on the following pages highlight the factors found to exist in the Area that cause it to qualify. This evaluation was made on the basis that the factors must be present to an extent that would lead reasonable persons to conclude that public intervention is necessary. Secondly, the distribution of conservation area eligibility factors throughout the Area must be reasonable so that a good area is not arbitrarily found to qualify as a conservation area simply because of proximity to an area that exhibits blighting factors.

In addition to the presence of multiple conservation area factors as listed on the following pages and E.A.V. growth below that of surrounding areas of the City in recent years indicates that the Area on the whole has not been subject to growth and development as a result of investment by private enterprise and will not be developed without action by the City. These have been previously documented. All properties within the Area will benefit from the TIF program.

The table presented on the following page is based upon data assembled by the Consultant. The conclusions presented in this report are those of the Consultant. The local governing body should review this report. The study and survey of the Area indicate that requirements necessary for designation of the Area as a "conservation area" are present. If satisfied with the summary of findings contained herein, the governing body may adopt a resolution making a finding of a conservation area for the Area and make this report a part of the public record.

Therefore, the Area is qualified as a conservation area to be designated as a redevelopment project area and eligible for Tax Increment Financing under the Act (see full text of **Attachment One, Eligibility Study** included in the **Appendix**).

1. Improved Land Statutory Factors

ELIGIBILITY FACTOR ¹		EXISTING IN AREA
	Age ²	74% of bldgs. Are or exceed 35 years of age.
1	Dilapidation	Minor Extent
2	Obsolescence	Major Extent
3	Deterioration	Minor Extent
4	Illegal use of individual structures	Minor Extent
5	Presence of structures below minimum code standards	Minor Extent
6	Abandonment	Minor Extent
7	Excessive vacancies	Minor Extent
8	Overcrowding of structures and community facilities	Not Present
9	Lack of ventilation, light or sanitary facilities	Minor Extent
10	Inadequate utilities	Not Present
11	Excessive land coverage	Major Extent
12	Deleterious land use or layout	Minor Extent
13	Depreciation of physical maintenance	Major Extent
14	Lack of community planning	Minor Extent

Notes:

1 Only three factors are required by the Act for eligibility. Twelve factors are present in the Area. Three factors were found to exist to a major extent and nine were found to exist to a minor extent.

2 Age is not a factor for designation but rather a threshold that must be met before an area can qualify as a conservation area.

SECTION VI - REDEVELOPMENT PLAN AND PROJECT

A. Introduction

This section presents the Plan and Project for the Area. Pursuant to the Act, when the finding is made that an area qualifies as a conservation, blighted, combination of conservation and blighted areas, or industrial park conservation area, a redevelopment plan must be prepared. A **redevelopment plan** is defined in the Act at 65 ILCS 5/11-74.4-3 (n) as:

the comprehensive program of the municipality for development or redevelopment intended by the payment of redevelopment project costs to reduce or eliminate those conditions the existence of which qualified the redevelopment project area as a "blighted area" or "conservation area" or combination thereof or "industrial park conservation area," and thereby to enhance the tax bases of the taxing districts which extend into the redevelopment project area.

B. Generalized Land Use Plan

The generalized land use plan for the Area is presented on **Exhibit C, Generalized Land Use Plan** included in **Attachment Two** of the **Appendix**.

The generalized land use plan for the Area will be in effect upon adoption of this Plan. This land use plan is a generalized plan in that it outlines land use categories and alternative land uses that apply to each block in the Area. Existing land uses that are not consistent with these categories may be permitted to exist. However, TIF assistance will only be provided for those properties in conformity with this generalized land use plan.

The commercial and industrial corridors along Archer Avenue, Central Avenue, 63rd Street and Cicero Avenue should be revitalized through improvement of the existing streetscape and infrastructure. In the commercial sections of the Area, redevelopment of small-scale individual properties with the primary focus being a series of planned commercial retail/service uses is anticipated. In the industrial sections of the Area, improvements to infrastructure and new industrial development on underutilized sites is proposed. In limited locations along the major streets of the Area, transformation from residential land use to commercial service/commercial retail or industrial uses is anticipated. In addition, provisions for other uses, in-

cluding limited residential and institutional uses are included where appropriate.

The generalized land use plan is focused on maintaining and enhancing sound and viable existing businesses, and promoting new business development at selected locations. The generalized land use plan outlines areas for use as commercial business and industrial opportunities that will enhance existing development and promote new development within the Area. The generalized land use plan designates six (6) land use categories within the Area:

- i. Residential/Commercial/Industrial
- ii. Public/Institutional
- iii. Commercial
- iv. Industrial
- v. Industrial/Commercial
- vi. Transportation

These six categories, and their location on the map on **Exhibit C, Generalized Land Use Plan** included as **Attachment Two** of the **Appendix**, were developed from several factors: existing land use, the existing underlying zoning district and the land use anticipated in the future.

It is not the intent of the generalized land use plan to eliminate non-conforming uses in this Area. The intent is to prohibit the expansion of these uses and allow the commercial and industrial nature of the Area to remain intact. In some instances, transformation from residential use to commercial or industrial use may be desirable. It should be clearly noted that existing uses should remain until such time that they are no longer viable for their current use.

The following discussions identify general areas and the land uses that are anticipated to be applied in these areas. The proposed land uses for all land within the Area is identified on **Exhibit C, Generalized Land Use Plan** included as **Attachment Two** of the **Appendix**:

Archer Avenue

Archer Avenue contains numerous commercial uses that serve the industrial uses, employees and residents of the Area and surrounding neighborhoods. The Generalized Land Use Plan calls for the continued use of the property adjacent to this major transportation route as a commercial corridor. Redevelopment in the form of renewed streetscapes that augment contemporary commercial development and revitalized commercial uses is anticipated.

Central Avenue

Central Avenue borders the Airport and is currently a mix of small industrial, commercial, limited residential and airport related uses. The Generalized Land Use Plan calls for the continued use of this sub-area for commercial, light industrial, ancillary facilities associated with Midway Airport and residential uses (where appropriate).

63rd Street

Currently commercial uses and industrial uses associated with Midway Airport activity are located along the 63rd Street corridor. This corridor also contains a small number of residential uses. The Generalized Land Use Plan calls for the property adjacent to this major transportation route to continue to be utilized for commercial, industrial, residential (where appropriate) and uses associated with the fixed-base operators located within the limits of Midway Airport. Property along the southern side of 63rd Street is anticipated to be redeveloped with renewed commercial and industrial sites that can take advantage of the proximity of Midway Airport.

Cicero Avenue

Cicero Avenue currently contains several vacant lots, underutilized commercial structures and several uses associated with ancillary facilities associated with Midway Airport. The intent of the Generalized Land Use Plan is for continued commercial and industrial use of this corridor by providing opportunities for commercial expansion and revitalization that will serve the residents of the Area as well as individuals traveling to and from Midway Airport.

C. Redevelopment Projects

To achieve the objectives proposed in the Plan, a number of projects and activities will need to be undertaken. An essential element of the Plan is a combination of private projects, public projects and infrastructure improvements. All redevelopment project activities shall be subject to the provisions of the City's ordinances and applicable codes as may be in existence and may be amended from time to time. Projects and activities necessary to implement the Plan may include the following:

1. Private Redevelopment Projects:

Rehabilitation of existing properties including adaptive reuse of certain existing buildings built for one use but proposed for another use (so long as such rehabilitation can comply with applicable City codes and the Generalized Land Use Plan contained herein). New construc-

tion or reconstruction of private buildings at various locations as permitted by the Plan.

2. Public Redevelopment Projects:

Public projects and support activities will be used to induce and complement private investment. These may include, but are not limited to: street improvements; public building rehabilitation; land assembly and site preparation; street work; transportation improvement programs and facilities; public utilities (water, sanitary and storm sewer facilities); environmental clean-up; park improvements; school improvements; landscaping; traffic signalization; promotional and improvement programs; signage and lighting, as well as other programs as may be provided by the City and permitted by the Act.

3. Property Assembly:

Property assembly in accordance with this Plan may be undertaken by the private sector. Additionally, the City may encourage the preservation of buildings that are structurally sound and compatible with the overall redevelopment of the Area.

To meet the goals and objectives of the Plan, the City may acquire and assemble property throughout the Area. Land assemblage by the City may be by purchase, exchange, donation, lease, eminent domain or through the Tax Reactivation Program and may be for the purposes of (a) sale, lease, or conveyance to private developers, or (b) sale, lease, conveyance or dedication for the construction of public improvements or facilities. Furthermore, the City may require written redevelopment agreements with developers before acquiring any properties. As appropriate, the City may devote acquired property to temporary uses until such property is scheduled for disposition and development. **Exhibit G-1, Land Acquisition Map** located in **Attachment Two** of the **Appendix**, indicates the parcels to be acquired for clearance and redevelopment in the Project Area. **Exhibit G-2, Parcels To Be Acquired By City** also included in **Attachment Two** of the **Appendix** portrays the acquisition properties in more detail. Parcels of land may be acquired for the purposes of land assembly for future redevelopment. Site preparation may include demolition of existing improvements and environmental remediation, where appropriate.

In connection with the City exercising its power to acquire real property not currently identified on **Exhibit G-1, Land Acquisition**

Map located in **Attachment Two** of the **Appendix**, including the exercise of the power of eminent domain, under the Act in implementing the Plan, the City will follow its customary procedures of having each such acquisition recommended by the Community Development Commission (or any successor commission) and authorized by the City Council of the City. Acquisition of such real property as may be authorized by the City Council does not constitute a change in the nature of the Plan.

The City may demolish improvements, remove and grade soils and prepare sites with soils and materials suitable for new construction. Acquisition, clearance and demolition will, to the greatest extent possible, be timed to coincide with redevelopment activities so that tax-producing redevelopment closely follows site clearance.

The City may (a) acquire any historic structure (whether a designated City or State landmark or on, or eligible for, nomination to the National Register of Historic Places); (b) demolish any non-historic feature of such structure; and (c) incorporate any historic structure or historic feature into a development on the subject property or adjoining property.

For properties described on **Exhibit G-1, Land Acquisition Map** located in **Attachment Two** of the **Appendix**, the acquisition of occupied properties by the City shall commence within four years from the date of the publication of the ordinance approving the Plan. Acquisition shall be deemed to have commenced with the sending of an offer letter. After expiration of this four-year period, the City may acquire such property pursuant to the Plan under the Act according to its customary procedures described above.

Relocation assistance may be provided in order to facilitate redevelopment of portions of the Redevelopment Project Area and to meet the other City objectives. Businesses or households legally occupying properties to be acquired by the City may be provided with relocation advisory and/or financial assistance as determined by the City.

The estimated costs associated with the eligible redevelopment projects are presented in **Table Three, Estimated Redevelopment Project Costs** shown on the next page. These are projects that are necessary to carry out the capital improvements covering portions of the Archer/Central Redevelopment Area and to address the additional needs identified in preparing this Plan. This estimate includes reasonable or necessary costs incurred or estimated to be incurred in the implementation of this Plan. Some of the

TABLE THREE
Estimated Redevelopment Project Costs

<u>Activity</u>	<u>Cost</u>
1. Planning, Legal, Professional Services, Administrative	\$ 1,000,000
2. Property Assembly, Site Clearance, Clean-Up, Site Preparation & Environmental Remediation	\$ 5,000,000
3. Rehabilitation Costs & New Construction	\$ 3,000,000
4. Public Works or Improvements	\$ 3,000,000
5. Job Training, Welfare to Work & Day Care	\$ 700,000
6. Taxing Districts' Capital Costs	\$ 2,000,000
7. Relocation Costs	\$ 1,000,000
8. Interest Subsidy	\$ 1,200,000
*Total Redevelopment Project Costs	\$ 16,900,000

¹ Further descriptions of costs are provided in Section VII of this Plan. Certain costs contained in this table will be eligible costs as of November 1, 1999 pursuant to an amendment to the Act.

In addition to the above stated costs, each issue of bonds issued to finance a phase of the project may include an amount of proceeds sufficient to pay customary and reasonable charges associated with the issuance of such obligations, including interest. Adjustments to the estimated line item costs above are expected and may be made by the City without amendment to the Plan. Each individual project cost will be re-evaluated in light of projected private development and resulting incremental tax revenues as it is considered for public financing under the provisions of the Act. The totals of line items set forth above are an upper estimate of expenditures. Adjustments may be made in line items within the total and may be made without amendment to the Plan. The City may incur Redevelopment Project Costs which are paid for from the funds of the City other than incremental taxes, and the City may then be reimbursed for such costs from incremental taxes. In no instance, however, shall such additions or adjustments result in any increase in the total redevelopment costs without further amendment to this Redevelopment Plan.

costs listed in **Table Three, Estimated Redevelopment Project Costs** will become eligible costs under the Act pursuant to an amendment to the Act which will become effective November 1, 1999. In no instance, however, shall such additions or adjustments result in any increase in the total redevelopment costs without further amendment to this Redevelopment Plan.

The City proposes to achieve its redevelopment goals and objectives for the Area through the use of public financing techniques including, but not limited to tax increment financing. The City also reserves the right to undertake additional activities and improvements authorized under the Act.

The City may enter into redevelopment agreements or intergovernmental agreements with private entities or public entities to construct, rehabilitate, renovate or restore private or public improvements on one or several parcels (collectively referred to as Redevelopment Projects). Redevelopment agreements may contain terms and provisions that are more specific than the general principles set forth in this Plan and which may include affordable housing requirements.

D. Assessment of Financial Impact on Taxing Districts

In 1994, the Act was amended to require an assessment of any financial impact of the redevelopment project area on, or any increased demand for services from, any taxing district affected by the redevelopment plan and a description of any program to address such financial impacts or increased demand. The City intends to monitor development in the Area and with the cooperation of the other affected taxing districts will attempt to ensure that any increased needs are addressed in connection with any particular development.

The following major taxing districts presently levy taxes against properties located within the Area:

Cook County. The County has principal responsibility for the protection of persons and property, the provision of public health services and the maintenance of County highways.

Cook County Forest Preserve District. The Forest Preserve District is responsible for acquisition, restoration and management of lands for the purpose of protecting and preserving open space in the City and County for the education, pleasure and recreation of the public.

Metropolitan Water Reclamation District of Greater Chicago. This district provides the main trunk lines for the collection of wastewater from cities, villages and towns, and for the treatment and disposal thereof.

Chicago Community College District 508. This district is a unit of the State of Illinois' system of public community colleges, whose objective is to meet the educational needs of residents of the City and other students seeking higher education programs and services.

Board of Education of the City of Chicago. General responsibilities of the Board of Education include the provision, maintenance and operations of educational facilities and the provision of educational services for kindergarten through twelfth grade. Flemming Branch School is located in the Area. Other Chicago Public Schools located near the Area are shown on **Exhibit A, Boundary Map of TIF Area** included as **Attachment Two** of the **Appendix**.

Chicago Park District. The Park District is responsible for the provision, maintenance and operation of park and recreational facilities throughout the City and for the provision of recreation programs. One Public Park (Minute Man Park) is located within the Area. Other parks located near the Area are located on **Exhibit A, Boundary Map of TIF Area** included in **Attachment Two** of the **Appendix**.

Chicago School Finance Authority. The Authority was created in 1974 to exercise oversight and control over the financial affairs of the Board of Education.

City of Chicago. The City is responsible for the provision of a wide range of municipal services, including: police and fire protection; capital improvements and maintenance; water supply and distribution; sanitation service; building, housing and zoning codes, etc.

City of Chicago Library Fund. The Chicago Library District operates and maintains 79 libraries throughout the City of Chicago.

The extent of the land use changes discussed previously are not likely to result in significant new service demands from the City and other taxing districts. In addition, in some other locations existing residential uses may be replaced by new or expanded commercial or industrial uses and therefore will have an offsetting effect.

The City finds that the financial impact on taxing districts of the City implementing the Plan and establishing the Area is not significant and that

the Plan and Area will not result in significant increased demand for facilities or services from any taxing district. The replacement of vacant and underutilized properties with new development may cause some increased demand for services and/or capital improvements. These services are provided by the Metropolitan Water Reclamation District (M.W.R.D.) and the City (fire and police protection as well as sanitary collection, recycling, etc.). It is not anticipated that the demand for increased services and facilities will be significant because nearly all of the Area is currently developed or was developed at one time and is currently receiving services via the existing infrastructure. Any increase in demand can be adequately handled by existing facilities of the M.W.R.D. Likewise, services and facilities of the City of Chicago are adequate to handle any increased demand that may occur.

The major goals of this Plan are to: revitalize and restore existing business areas; assemble tracts of land for new private business development; accomplish the planned program of public improvements; achieve new business in-fill development wherever possible and address the needs identified herein which cause the Area to qualify for TIF under the Act. Existing built-up areas are proposed to be revitalized and stabilized. Revitalization is not anticipated to result in a need for new facilities or expanded services from area taxing bodies.

The costs presented in **Table Three - Estimated Redevelopment Project Costs**, have included a limited portion of costs associated with capital improvement projects for Area taxing jurisdictions. The City will monitor the progress of the Plan and its future impacts on all local taxing bodies. In the event significant adverse impacts are identified that increase demand for facilities or services in the future, the City will consider utilizing tax increment proceeds or other revenues, to the extent they are available to assist in addressing needs that are in conformance with this Plan.

The Area represents a very small portion (approximately 0.12%) of the total tax base of the City. In recent years, E.A.V. in the Area has not been growing at a rate consistent with that of adjacent areas as previously noted. Hence, the taxing bodies will benefit from a program designed to stabilize the tax base in the Area, stabilize tax revenues that are the result of deterioration in the Area and attract new growth and development in the future.

E. Prior Efforts

A description has been previously given regarding the prior public improvement and activities initiated by the City and others that are designed

improve selected areas within or near the Area. Each of these prior efforts involved area residents, elected officials, businesses and neighborhood groups. In addition, as part of the process of preparing this Plan several community meetings were held and elicited comments and input from those residing in or doing business in the Area.

Each of the efforts outlined previously were directed at specific major public improvements in the Area. However, broader efforts that address Area-wide issues are needed:

- Eliminate blighting factors;
- Redevelop abandoned sites;
- Improve transportation services, including street improvements, provision of or improvement to centralized parking areas, improvements to at-grade intersections and incorporation of vehicular traffic and safety measures;
- Initiate employment training programs so as to better prepare the labor force in the Area for employment opportunities;
- Undertake physical improvements to improve the appearance, image and marketability of the Area; and
- Encourage other proposals that can create long-term economic life and stability.

SECTION VII - STATUTORY COMPLIANCE AND IMPLEMENTATION STRATEGY

The development and follow through of an implementation strategy is an essential element in achieving the success of this Plan. In order to maximize program efficiency and to take advantage of current developer interest in the Area, and with full consideration of available funds, a phased implementation strategy will be employed.

A combination of private investments and projects and public improvements and projects is an essential element of the Plan. In order to achieve this end, the City may enter into agreements with public entities or private developers, where deemed appropriate by the City, to facilitate public or private projects. The City may also contract with others to accomplish certain public projects and activities as contained in this Plan.

Costs that may be incurred by the City in implementing this Plan may include, without limitation, project costs and expenses that may be eligible under the Act, as amended from time to time, including those costs that are necessary and related or incidental to those listed below as currently permitted by the Act. Some of the costs listed below will become eligible costs under the Act pursuant to an amendment to the Act which will become effective November 1, 1999:

1. Costs of studies, surveys, development of plans and specifications, implementation and administration of the Plan including but not limited to staff and professional service costs for architectural, engineering, legal, marketing, financial, planning or other services.
2. Property assembly costs, including but not limited to acquisition of land and other property, real or personal or rights or interests therein, demolition of buildings, site preparation, site improvements that serve as an engineered barrier addressing ground level or below ground environmental contamination, including, but not limited to parking lots and other concrete or asphalt barriers, and the clearing and grading of land.
3. Costs of rehabilitation, reconstruction or repair or remodeling of existing public or private buildings, fixtures, and leasehold improvements.
4. The cost of replacing an existing public building if pursuant to the implementation of a redevelopment project the existing public building is to be demolished to use the site for private investment or

- devoted to a different use requiring private investment and the cost of construction of public works or improvements.
5. Cost of job training and retraining projects including the costs of "welfare to work" programs implemented by businesses located within the redevelopment project area.
 6. Financing costs, including but not limited to all necessary and incidental expenses related to the issuance of obligations and which may include payment of interest on any obligations issued thereunder including interest accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not exceeding thirty-six (36) months thereafter and including reasonable reserves related thereto.
 7. To the extent the City by written agreement accepts and approves the same, all or a portion of a taxing district's capital costs resulting from the redevelopment project necessarily incurred or to be incurred (consistent with statutory requirements) within the taxing district in furtherance of the objectives of the Plan and Project.
 8. Relocation costs to the extent that a municipality determines that relocation costs shall be paid or is required to make payment of relocation costs by Federal or State law.
 9. Payments in lieu of taxes.
 10. Costs of job training, retraining, advanced vocational education or career education, including but not limited to courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts, provided that such costs: (i) are related to the establishment and maintenance of additional job training, advanced vocational education or career education programs for persons employed or to be employed by employers located in a Redevelopment Project Area; (ii) when incurred by a taxing district or taxing districts other than the municipality, are set forth in a written agreement by or among the municipality and the taxing district or taxing districts, which agreement describes the program to be undertaken, including but not limited to the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available or to be available, itemized costs of the program and sources of funds to pay for the same, and the term of the agreement. Such costs include, specifically, the payment by community college districts of costs pursuant to Sections

3-37, 3-38, 3-40 and 3-40.1 of the Public Community College Act (as defined in the Act) and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of the School Code (as defined in the Act).

11. Interest costs incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project provided that:
 - (A) such costs are to be paid directly from the special tax allocation fund established pursuant to the Act; and
 - (B) such payments in any one-year may not exceed 30% of the annual interest costs incurred by the redeveloper with regard to the redevelopment project during that year;
 - (C) if there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this paragraph (11) then the amounts so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund;
 - (D) the total of such interest payments paid pursuant to this Act may not exceed 30% of the total: (i) cost paid or incurred by the redeveloper for the redevelopment project plus (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by a municipality pursuant to this Act; and
 - (E) the 30% limitation in (B) and (D) above may be increased to up to 75% of the interest cost incurred by a redeveloper for the financing of rehabilitated or new housing for low-income households and very low-income households, as defined in Section 3 of the Illinois Affordable Housing Act.
12. An elementary, secondary, or unit school district's increased costs attributable to assisted housing units as provided in the Act.
13. Up to 50% of the cost of construction, renovation and/or rehabilitation of all low- and very low-income housing units (for ownership or rental) as defined in Section 3 of the Illinois Affordable Housing Act. If the units are part of a residential redevelopment project that includes units not affordable to low- and very low-income households, only the low- and very low-income units shall be eligible for this benefit under the Act.

14. The cost of daycare services for children of employees from low-income families working for businesses located within the redevelopment project area and all or a portion of the cost of operation of daycare centers established by redevelopment project area businesses to serve employees from low-income families working in businesses located in the redevelopment project area. For the purposes of this paragraph, "low-income families" means families whose annual income does not exceed 80% of the City, county or regional median income as determined from time to time by the United States Department of Housing and Urban Development.

A. Most Recent Equalized Assessed Valuation

The purpose of identifying the most recent equalized assessed valuation (EAV) of the Area is to provide an estimate of the initial EAV which the Cook County Clerk will certify for the purpose of annually calculating the incremental EAV and incremental property taxes of the Area. The 1998 E.A.V. of all taxable parcels in the Area is approximately \$39.8 million. This total EAV amount, by PIN, is summarized in **1998 Estimated E.A.V. by Tax Parcel** included as **Attachment Four** of the **Appendix**. The EAV is subject to verification by the Cook County Clerk. After verification, the final figure shall be certified by the Cook County Clerk, and shall become the Certified Initial EAV from which all incremental property taxes in the Area will be calculated by Cook County. If the 1998 EAV shall become available prior to the date of the adoption of the Plan by the City Council, the City may update the Plan by replacing the 1997 EAV with the 1998 EAV without further City Council action.

B. Redevelopment Valuation

Contingent on the adoption of this Plan, it is anticipated that several major private developments and/or improvements may occur within the Area. The private redevelopment investment and anticipated growth that will result from redevelopment and rehabilitation activity in this Area is expected to increase the equalized assessed valuation to approximately \$51.4 million to \$56.4 million. This is based, in part, upon an assumption that the vacant buildings and vacant land in the Area will be improved and increase in assessed value. These actions will stabilize values in the remainder of the area and further stimulate rehabilitation and expansion of existing viable businesses.

C. Sources of Funds

The primary source of funds to pay for Redevelopment Project Costs associated with implementing the Plan shall be funds collected pursuant to tax increment allocation financing to be adopted by the City in connection with the Plan. Under such financing, tax increment revenue resulting from increases in the E.A.V. of property, in the Area shall be allocated to a special fund each year (the "Special Tax Allocation Fund"). The assets of the Special Tax Allocation Fund shall be used to pay Redevelopment Project Costs and retire any obligations incurred to finance Redevelopment Project Costs.

In order to expedite the implementation of the Plan and construction of the public improvements and projects, the City of Chicago, pursuant to the authority granted to it under the Act, may issue bonds or other obligations to pay for the eligible redevelopment project costs. These obligations may be secured by future revenues to be collected and allocated to the Special Tax Allocation Fund. The City may incur Redevelopment Project Costs which are paid for from funds of the City other than incremental taxes, and the City may then be reimbursed for such costs from incremental taxes.

If available, revenues from other economic development funding sources, public or private, will be utilized. These may include City, state and federal programs, local retail sales tax, applicable revenues from any adjoining tax increment financing areas, and land disposition proceeds from the sale of land in the Area, as well as other revenues. The final decision concerning redistribution of yearly tax increment revenues may be made a part of a bond ordinance.

In the future, the Area may be contiguous to, or be separated only by a public right-of-way from, other redevelopment project areas created under the Act. The City may utilize net incremental property taxes received from the Area to pay eligible redevelopment project costs, or obligations issued to pay such costs, in other contiguous redevelopment project areas, or those separated only by a public right-of-way, and vice versa. The amount of revenue from the Area made available to support such contiguous redevelopment project areas or areas separated only by a public right-of-way, when added to all amounts used to pay eligible Redevelopment Project Costs within the Area, shall not at any time exceed the total Redevelopment Project Costs described in this Plan.

The Area may become contiguous to, or be separated only by a public right-of-way from, redevelopment project areas created under the Industrial Jobs Recovery Law (65 ILCS 5/11-74.61-1, Et Seq., as amended. If the City finds that the goals, objectives and financial success of such contiguous redevelop-

opment project areas or those separated only by a public right of way are interdependent with those of the Area, the City may determine that it is in the best interests of the City and in furtherance of the purposes of the Plan that net revenues from the Area be made available to support any such redevelopment project areas, and vice versa. The City therefore proposes to utilize net incremental revenues received from the Area to pay eligible Redevelopment Project Costs (which are eligible under the Industrial Jobs Recovery Law referred to above) in any such areas, and vice versa. Such revenues may be transferred or loaned between the Area and such areas. The amount of revenue from the Area so made available, when added to all amounts used to pay eligible redevelopment project costs within the Area or other areas as described in the preceding paragraph, shall not at any time exceed the total Redevelopment Project Costs described in **Table Three** of this Plan.

D. Nature and Term of Obligation

Without excluding other methods of City or private financing, a major source of funding will be those deposits made into the Special Tax Allocation Fund of monies received from the taxes on the increased value (above the initial equalized assessed value) of real property in the Area. These monies may be used to repay private or public sources for the expenditure of funds made as Redevelopment Project Costs for applicable public or private redevelopment activities noted above, or may be used to amortize TIF Revenue obligations, issued pursuant to this Plan, for a term not to exceed 20 years bearing an annual interest rate as permitted by law. Revenues received in excess of 100% of funds necessary for the payment of principal and interest on the bonds and not needed for other redevelopment project costs or early bond retirements may be declared as surplus and become available for distribution annually to the taxing bodies to the extent that this distribution of surplus does not impair the financial viability of the project or the bonds. One or more bond issues may be sold at any time in order to implement this Plan.

E. Completion of Redevelopment Project and Plan

The redevelopment project shall be completed, and all obligations issued to finance redevelopment costs shall be retired, no later than December 31 of the year in which the payment to the City treasurer as provided in the Act is to be made with respect to ad valorem taxes levied in the twenty-third calendar year following the year in which the ordinance approving this redevelopment project area is adopted (By December 31, 2024).

F. Commitment To Fair Employment Practices, Affirmative Action Plan and Affordable Housing

The City is committed to and will affirmatively implement the following principles in redevelopment agreements with respect to this Plan:

1. The assurance of equal opportunity in all personnel and employment actions, including, but not limited to: hiring, training, transfer, promotion, discipline, fringe benefits, salary, employment working conditions, termination, etc., without regard to race, color, religion, sex, age, handicapped status, national origin, creed or ancestry.
2. Redevelopers will meet City of Chicago standards for participation of Minority Business Enterprises and Woman Business Enterprises and the City Resident Construction Worker Employment Requirement as required in redevelopment agreements; provided, however, that some or all of these requirements may be waived or reduced for developers who are participating in one of the City's small business improvement programs.
3. This commitment to affirmative action will ensure that all members of the protected groups are sought out to compete for all job openings and promotional opportunities.
4. The City requires that developers who receive TIF assistance for market rate housing set aside 20% of the units to meet affordability criteria established by the City's Department of Housing. Generally, this means the affordable for-sale units should be priced at a level that is affordable to persons earning no more than 120% of the SMSA median income, and affordable rental units should be affordable to persons earning no more than 80% of the SMSA median income.

In order to implement these principles, the City shall require and promote equal employment practices and affirmative action on the part of itself and its contractors and vendors. In particular, parties engaged by the City shall be required to agree to the principles set forth in this section (except as noted above).

G. Housing Impact and Related Matters

Because the Area includes residential units whose occupants may be displaced as a result of the Plan, information regarding the potential impact on such residents and residential units is being provided in this Plan. Included in this Plan are **Exhibit G-1, Land Acquisition Map** and **Exhibit**

C, Generalized Land Use Plan included as **Attachment Two** of the **Appendix**, which indicate that parcels of real property on which there are buildings containing residential units may be removed and that, to the extent those units are inhabited, the residents thereof will be displaced. The number and type of residential buildings in the Area potentially affected by this Plan were identified during the building condition and land use survey conducted as part of the eligibility analysis for the Area. A good faith estimate and determination of the number of residential units within each such building, whether such residential units were inhabited and whether the inhabitants were low-income or very low-income households were based on a number of research and analytical tools including, where appropriate, physical building surveys, data received from building owners and managers and data bases maintained by the City's Department of Planning and Development, Cook County tax assessment records and census data.

The Area contains 10 single-family residential buildings, 14 multi-family building containing a total of 64 residential units, and 45 mixed-use buildings (buildings with first floor commercial uses and second or third floor residential uses) containing a total of 121 residential units. All ten of single-family buildings are occupied, 61 multi-family units are occupied and 104 of the 121 mixed-use units are occupied. There are 175 inhabited residential units in the Area.

Any buildings containing residential units that may be removed and any displacement of residents of inhabited units projected herein are expressly intended to be within the contemplation of the comprehensive program intended or sought to be implemented pursuant to this Plan. To the extent that any such removal or displacement will affect households of low-income and very low-income persons, there shall be provided affordable housing and relocation assistance not less than that which would be provided under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the regulations thereunder, including the eligibility criteria. Affordable housing may either be existing or newly constructed housing and the City shall make a good faith effort to ensure that the affordable housing is located in or near the Area. For the purposes hereof, "low-income households", "very low-income households", and "affordable households" shall have the meanings set forth in the Illinois Affordable Housing Act.

Based on the acquisition map designated in the Plan as **Exhibit G-1, Land Acquisition Map** located in **Attachment Two** of the **Appendix**, there are no residential units proposed for acquisition.

Based on the land use map included herein as **Exhibit C, Generalized Land Use Plan** included as **Attachment Two** of the **Appendix**, when compared to **Exhibit B, Existing Land Use Assessment Map**, also included in **Attachment Two** of the **Appendix**, there are certain parcels of property currently containing residential uses and units that, if the Plan is implemented in that regard, would result in such buildings being removed. The property associated with the 10 single-family residential buildings, 14 multi-family buildings containing a total of 64 residential units, and 45 mixed-use buildings containing a total of 121 residential units discussed above is identified as a land use other than residential on **Exhibit C, Generalized Land Use Plan** included as **Attachment Two** of the **Appendix** and therefore would be removed. All ten of single-family buildings are occupied, 61 multi-family units are occupied and 104 of the 121 mixed-use units are occupied. According to data taken from the 1990 U. S. Census, two of the 10 inhabited single-family households, 12 of the 61 inhabited multi-family households and 20 of the 104 inhabited mixed-use households that would be removed are estimated to be occupied by families classified as low-income. Three of the 10 inhabited single-family households, 17 of the 61 inhabited multi-family households and 29 of the 104 inhabited mixed-use households that would be removed are estimated to be occupied by families classified as very low-income according to data taken from the 1990 U. S. Census.

Therefore, 5 of the 10 inhabited single-family households, 29 of the 61 multi-family households and 49 of the 104 inhabited mixed-use households that would be removed are estimated to be occupied by families classified as low- and very low-income.

Exhibit G-2, Parcels To Be Acquired By City included in **Attachment Two** of the **Appendix** and **Attachment Four** of the **Appendix, 1998 Estimated E.A.V. by Tax Parcel**, contain references to reflect the parcels containing buildings and units of residential housing that are impacted by the discussion presented in the previous paragraphs.

H. Amending the Redevelopment Plan

This Plan may be amended in accordance with the provisions of the Act.

I. Conformity of the Plan for the Area To Land Uses Approved by the Planning Commission of the City

This Plan and the Project described herein include the generalized land uses set forth on the **Generalized Land Use Plan**, as approved by the Chicago Plan Commission prior to the adoption of the Plan by the City of Chicago.

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Attachment One

Eligibility Study

Eligibility Study

Archer/Central Tax Increment Financing Redevelopment Plan and Project

**City of Chicago
Richard M. Daley
Mayor**

**October 12, 1999
Revised March 15, 2000**

**Prepared By
PGAV Urban Consulting**

**with assistance from
Ernest R. Sawyer Enterprises, Inc.
And
Goodman Williams Group**

Eligibility Study
The Archer/Central Tax Increment Financing
Redevelopment Plan and Project
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I. INTRODUCTION

PGAV Urban Consulting (the "Consultant") has been retained by the City of Chicago (the "City") to prepare a Tax Increment Financing Redevelopment Plan and Project for the proposed redevelopment project area known as the Archer/Central Redevelopment Area (the "Area"). Prior to preparation of the Plan, the Consultant undertook various surveys and investigations of the Area to determine whether the Area, containing all or part of 72 full or partial City blocks and approximately 193 acres, qualifies for designation as a tax increment financing district, pursuant to the Illinois Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 Et Seq., as amended ("the Act"). This report summarizes the analyses and findings of the Consultant's work. This assignment is the responsibility of PGAV Urban Consulting who has prepared this Eligibility Study with the understanding that the City would rely: 1) on the findings and conclusions of this Eligibility Study in proceeding with the designation of the Area as a redevelopment project area under the Act, and 2) on the fact that PGAV Urban Consulting has obtained the necessary information to conclude that the Area can be designated as a redevelopment project area in compliance with the Act.

Following this introduction, Section II presents background information for the Area including the geographic location, description of current conditions and area data; Section III documents the building condition assessment and qualifications of the Area as a conservation area and as a vacant blighted area under the Act. Section IV, Summary and Conclusions, documents the findings of the Eligibility Study.

II. BACKGROUND INFORMATION

A. Location and Size of Area

The Archer/Central Redevelopment Project Area (hereafter referred to as the "Area") is located on the southwest side of the City of Chicago ("City"). The northern limits of the Area are approximately eight miles southwest of the central business district.

The Area covers approximately 193 acres and includes 72 (full and partial) city blocks. Generally, the Area is composed of interconnected linear corridors. The boundary of the Area varies from including both block faces that front the major streets in the Area to including the block face fronting one side of the street. The corridors include:

- Archer from Laramie Avenue on the east to Massasoit Avenue on the west;
- Central Avenue from Archer Avenue on the north to 65th Street on the south;
- 63rd Street from Major Avenue on the west to Keating Avenue on the east; and
- Cicero Avenue from 60th Street on the north to Marquette Avenue on the south.

The boundaries of the Area are shown on **Exhibit A, Boundary Map of TIF Area** included in **Attachment Two** of the **Appendix**.

B. Description of Current Conditions

The Area contains 201 buildings and approximately 670 parcels covering approximately 193 acres. Of the approximately 193 acres in the Area, the land use breakdown land area within the Area is shown on the following page:

Land Use	Percentage of Gross Land Area	Percentage of Net Land Area ¹
Residential	1.2%	2.3%
Commercial	22.1%	40.2%
Industrial	19.8%	36.0%
Institutional and Related	8.5%	15.6%
Vacant/Undeveloped	3.3%	5.9%
Public Right-Of-Way	45.1%	N/A

¹ Net land area exclusive of public rights-of-way.

Much of the Area is in need of redevelopment, rehabilitation and revitalization and is characterized by:

- the predominance (74%) of structures that are 35 years old or older;
- obsolescence (58% of buildings or structures);
- excessive land coverage (70% of buildings or site improvements); and
- depreciation of physical maintenance (71% of structures or site improvements).

The Area on the whole has not been subject to growth and private investment consistent with surrounding areas and is not expected to do so without the adoption of the Plan. Age and the requirements of contemporary commercial and industrial tenants have caused portions of the Area and its building stock to become obsolete and may result in further private disinvestment in the Area.

Currently several sites in the Area west of Central Avenue and along 63rd Street are being utilized by Midway Airport. The acquisition of these sites by the Airport has resulted in some properties being transferred from tax generating sites to exempt sites generating no property taxes. Along Central Avenue and 63rd Street, some commercial uses are vacant and underutilized. Many of the commercial and industrial properties in the Area exhibit uses with little off-street parking and streetscapes in need of revitalization. Many structures in the Area exhibit depreciation of physical maintenance, deterioration and obsolescence in the form of obsolete platting. In many instances, obsolescence and excessive land coverage issues that prevent contemporary parking and site development standards to be met foster the lack of maintenance and deterioration. In addition, the Central Avenue and the Belt Railway of Chicago at-grade rail crossing is in need of up-grade. Delays for vehi-

cles on Central Avenue are caused during periods when trains utilize this crossing. The age of many of the buildings and the inability of Area properties to provide contemporary commercial building sites and buildings has contributed to a decline of the commercial and industrial properties in the Area.

In addition, the uses located at the street intersections in the proximity of the edges of Midway Airport are subject to noise and environmental conditions associated with Midway Airport. The Central Avenue/63rd Street intersection, Cicero Avenue/63rd Street intersection and the Central Avenue/55th Street intersection are only 500 to 600 feet from the main runway and taxiways of the airport. In addition, within the boundaries of Midway Airport structures occupied by private on-airport uses and fixed base operators are deteriorated and exhibit depreciation of maintenance and obsolescence.

The City and the State of Illinois ("State") have designated a portion (28.1%) of this section of the community as Enterprise Zone 2. (see **Exhibit F, Enterprise Zone Map** included in **Attachment Two** of the **Appendix**). The Enterprise Zone designation generally only covers that portion of the Area within the limits of Midway Airport. The remaining portion of the Area will not directly benefit from the Enterprise Zone program. However, in the future, the Enterprise Zone and public improvements in conjunction with the components of this Plan, will assist in addressing Area-wide problems by providing additional incentives for attracting new businesses and retaining existing ones that can build on these existing mechanisms.

From 1993 through 1998, the Equalized Assessed Value (E.A.V.) of Lake Township, the township that includes the Archer/Central Redevelopment Project Area, increased from \$3.1 billion to \$4.0 billion according to Cook County records. This represents a gain of \$0.9 billion (annual average of 5.8%) during this six-year period. In 1993, the estimated E.A.V. of the Area was \$36.5 million. In 1998, the E.A.V. of the Area was estimated at \$39.8 million. This represents an average annual growth rate of approximately 1.5% during the six-year period between 1993 and 1998. Therefore, the Area has experienced an annual E.A.V. growth rate that is approximately one-fourth of the annual E.A.V. growth rate experienced in Lake Township during this same period.

Much of the growth occurring between 1993 and 1997 is attributable to a small number of properties scattered throughout the Area. Fourteen properties or 2.1% of the 670 properties in the Area account for 51.1% of the growth between 1993 and 1997. In addition, since 1993, 109 (16.3%) of the properties in the Area have experienced E.A.V. declines. Further, approximately

4.0 percent of the properties in the Area are delinquent in the payment of 1995 through 1997 real estate taxes and 99 building code violations have been issued on buildings since July 1, 1994.

Of the approximately 201 buildings and 193 acres in the Area, 17 permits for new buildings and 4 permits for major rehabilitation projects have been issued since July 1, 1994 according to building permit information provided by the City. However, the majority of new building permits were for residential buildings. Only five non-residential permits for new buildings (four commercial and one industrial) have been issued since July 1, 1994. The 4 major rehabilitation permits were issued for commercial structures. Approximately 74% of the buildings in the Area are or exceed 35 years of age.

It is clear from the study of this Area and documentation in this Eligibility Study (long-term vacancies, properties that are tax delinquent, absence of new private development occurring, E.A.V. growth in recent years below that of surrounding areas, etc.) that private revitalization and redevelopment has not occurred to overcome the blighted conditions that currently exist. The Area is not reasonably expected to be developed without the aggressive efforts and leadership of the City, including the adoption of the Plan.

C. Area Data and Profile

Public Transportation

A description of the transportation network of the Area is provided to document access to the Area and the existing availability of public transportation to identify future potential needs of the Area. The frequent spacing of CTA bus lines and direct connection service to CTA train station locations provides all sections of the Area with reasonable commuter transit alternatives.

CTA Bus and Transit Routes

The Area is served by several CTA bus routes. These routes include:

- *North-South Routes*
 - Route 54B: Cicero Avenue
- *East-West Routes*
 - Route 55A and 55N: 55th Street
 - Route 62 and 62H: Archer Avenue
 - Route 63W: 63rd Street

Route 54B (Cicero Avenue), Route 55A and 55N (55th Street) and Route 63W all connect with the CTA Orange Line at the new Midway Station east of the

Area. Route 54B (Cicero Avenue) also connects with the CTA Blue Line further to the north. Route 63W (63rd Street) also connects with the CTA Red and Green Lines further to the east. Route 62 and 62H (Archer Avenue) connects with the CTA Orange Line at the new Pulaski Station east of the Area. No Metra commuter stations are located in the Area.

Street System

Region

The Adlai E. Stevenson Expressway (I-55) via Cicero Avenue is the primary access to the regional street system. The Stevenson Expressway (I-55) is located approximately 1.5 miles north of the northern end of the Area. In addition, Cicero Avenue (State Highway 50) traverses the eastern portion of the Area from north to south.

Local

Archer Avenue, Cicero Avenue, Central Avenue, 55th Street and 63rd Street are arterial class streets. Cicero Avenue and Archer Avenue generally have two travel lanes in each direction, a curbside parking lane and turning lanes as several intersections with other arterial streets. Central Avenue, 55th Street and 63rd Street generally have one travel lane in each direction and a curbside-parking lane. Cicero Avenue and Archer Avenue generally experience significant volumes of vehicular and truck traffic throughout all periods of the day.

Viaducts and Rail Crossings

There is one at-grade rail crossing located in the Area. This crossing is located on Central Avenue at the Belt Railway of Chicago railroad right-of-way in the northern portion of the Area. The at-grade crossing promotes delays for Area traffic given that traffic flow is often interrupted by frequent rail activity.

Internal Traffic Patterns and Parking

The commercial corridors of the Area and traffic associated with Midway Airport activity generate the majority of the internal traffic within the Area.

The major streets within the Area have peak-period parking restrictions, which can increase street capacity and improve efficiency. Parking in the Area is typically limited to off-street parking provided by individual businesses.

The commercial sections of the Area located along the major streets that form the Area are in need of increased parking for patrons and employees. Indi-

vidual businesses along these streets have narrow street frontage and some buildings that cover 100% of the lot thereby preventing any on-site parking (except in some instances where 2 or 3 spaces may be available from alley access).

Pedestrian Traffic

Pedestrian traffic is limited in the Area. Minor concentrations exist near the intersections of the major streets in the Area and in the vicinity of Flemming Branch School during peak periods before and after school hours.

Low- and Very Low-Income Households

Because the Area includes residential units whose occupants may be displaced, information regarding the potential impact on such residents and residential units is being provided. The number and type of residential buildings in the Area were identified during the building condition and land use survey conducted as part of this eligibility analysis. A good faith estimate and determination of the number of residential units within each such building, whether such residential units were inhabited and whether the inhabitants were low-income or very low-income households were based on a number of research and analytical tools including, where appropriate, physical building surveys, data received from building owners and managers and data bases maintained by the City's Department of Planning and Development, Cook County tax assessment records and census data. For the purposes hereof, "low-income households" and "very low-income households" shall have the meanings set forth in the Illinois Affordable Housing Act.

The Area contains 10 single-family residential buildings, 14 multi-family buildings containing a total of 64 residential units, and 45 mixed-use buildings (buildings with first floor commercial uses and second or third floor residential uses) containing a total of 121 residential units. All 10 single-family buildings are occupied, 61 of the 64 multi-family units are occupied and 104 of the 121 mixed-use units are occupied. There are 175 inhabited residential units in the Area.

According to data taken from the 1990 U.S. Census, 2 of the 10 inhabited single-family households, 12 of the 61 inhabited multi-family households and 20 of the 104 inhabited mixed-use residential households are estimated to be occupied by families classified as low-income. Three of the 10 inhabited single-family households, 17 of the 61 inhabited multi-family households and 29 of the 104 inhabited mixed-use residential households are estimated to be occupied by families classified as very low-income according to data taken from the 1990 U. S. Census. Therefore, 5 of the 10 inhabited single-family households, 29 of the 61 inhabited multi-family households and 49 of the 104 in-

habited mixed-use residential households are estimated to be occupied by families classified as low- and very low-income.

Attachment Four of the **Appendix** of the Plan, **1998 Estimated E.A.V. by Tax Parcel**, contains references to reflect the parcels containing buildings and units of residential housing.

Area Decline

During the past several decades declining conditions have begun to appear. Along portions of the corridors that form the Archer/Central Redevelopment Area, some industrial and commercial sites and uses are vacant and underutilized.

Along Central Avenue, several sites contain depreciation of physical maintenance, deterioration and obsolescence that impact negatively on surrounding areas. These uses include sites that utilized outside and unscreened storage of wrecked vehicles and several sites contained debris, trash and weeds. Along the commercial corridor of Archer Avenue excessive land coverage, excessive signage, depreciation of maintenance on building facades and street-scapes in need of upgrade and maintenance has resulted in a negative visual image. In the southern portion of the Area along 63rd Street and Cicero Avenue, sites exhibiting depreciation of maintenance, obsolescence and deterioration of site improvements including deteriorated parking areas and site fencing were observed.

In the vicinity of the Central Avenue/63rd Street intersection several commercial storefronts are vacant and depreciation of physical maintenance, deterioration and obsolescence was observed on nearly all of the structures in this area. In addition, within the limits of Midway Airport several structures operated by privately owned fixed-base operators and other uses are in need of repair and improvement. Many of the structures associated with these uses exhibited depreciation of maintenance and obsolescence due to the limited amount of space available to them on the airport grounds. Nearly all of the fixed-base operators are located on sites that provide little off-street parking.

The entire Area is in need of revitalization and improvement by private investment. Confidence in the Area can be revived through the City's implementation of this Plan which is intended to prompt investment of private sector capital through:

- provision of adequate off-street parking for employees and customers;

- strengthening and defining corridor edges that separate commercial, industrial and residential areas;
- eliminating blighting factors; and
- promoting businesses along revitalized streetscapes.

Obstacles to efficient business operations for Area businesses include:

- a need to improve transportation facilities and services;
- improvement of the streetscape along the major commercial corridors of the Area;
- elimination of blighted conditions; and
- a need to provide improved training programs for area employees.

The City proposes to use tax increment financing, as well as other economic development resources, when available, to address needs in the Area and induce the investment of private capital. The Area on the whole has not been subject to growth and development through investment by private enterprise and is not likely to do so without the adoption of the Plan. The public projects that are anticipated for the Area may include, but are not limited to:

- property assembly;
- street, alley and sidewalk reconstruction;
- transportation improvements including improvements to viaduct and at grade rail crossings;
- utility work;
- property rehabilitation and improvements to various existing properties including streetscape improvements;
- private developer assistance;
- site clean-up and preparation;
- marketing and promotion;
- environmental remediation;
- planning studies; and
- other costs permitted under the TIF Act..

This Eligibility Study includes the documentation on the qualifications of the Area for designation as a redevelopment project area. The purpose of the Plan is to provide an instrument that can be used to guide the correction of

Area problems that cause the Area to qualify; attract new growth to the Area; and stabilize existing development in the Area.

D. Existing Land Use and Zoning Characteristics

A tabulation of land area by land use category is shown below:

Table One
Tabulation of Existing Land Use

Land Use	Land Area Gross Acres	% of Gross Land Area	% of Net Land Area ¹
Residential	2.4	1.2%	2.3%
Commercial	42.6	22.1%	40.2
Industrial	38.2	19.8	36.0
Institutional	16.5	8.5	15.6
Vacant/Undeveloped	6.3	3.3	5.9
Sub total - Net Area	106.0	54.9%	100.0%
Public Right-Of-Way	87.1	45.1	N/A
Total	193.1 Ac.	100.0%	N/A

Note:

¹ Net land area exclusive of public right-of-way.

As indicated in Table One, land uses in the Area are predominately commercial and industrial. Commercial uses account for 22.1% of the gross land area (40.2% of the net land area) and are located along the major streets of the Area. Industrial uses comprise 19.8% of the gross land area (36.0% of the net Area). The industrial uses are generally located within the limits of Midway Airport and are associated with fixed-base operators involved in Airport services. Three pockets of residential uses exist in the Area. One is located on the west side of Central Avenue south of 61st Street, a second is located on the north side of Archer Avenue west of Latrobe Avenue and the third is located on the south side of 63rd Street. The Area contains 10 single-family residential buildings, 14 multi-family buildings containing a total of 64 residential units, and 45 mixed-use buildings (buildings with first floor commercial uses and second or third floor residential uses) containing a total of 121 residential units. All 10 of the single-family buildings are occupied, 61 of the 64 multi-family units are occupied and 104 of the 121 mixed-use units are occupied. There are 175 inhabited residential units in the Area. Approximately 1.2% of the gross land area or (2.3% of the net land area) is residential.

There are two major institutional uses (public parks or schools) located in the Area. Flemming Branch School is located in the southern portion of the Area on LaPorte Avenue and Minute Man Park is located in the western portion of the Area on Central Avenue.

Zoning classifications in the Area are a predominantly a mix of industrial and commercial categories. Industrial zoning is associated with the fixed-base operators within the limits of Midway airport and airport related activity adjacent to the Airport. Commercial zoning is generally located along Archer Avenue, the south side of 63rd Street, the west side Central Avenue and much of the Archer Avenue section of the Area. Residential zoning is limited to three small pockets. One pocket is located south of 63rd Street along Laporte Avenue and encompasses Flemming Branch School. A second pocket is located on the west side of Central Avenue south of 57th Street. The third pocket is located on the west side of Long Avenue south of Archer Avenue. Zoning classifications are shown on **Exhibit D, Generalized Existing Zoning Map** included in **Attachment Two** of the **Appendix**. Along the boundaries of the Area, residential uses are in close proximity to industries and businesses. The boundary separating residential and commercial/industrial uses is often a local street or alley.

III. QUALIFICATION OF THE AREA

A. *Illinois Tax Increment Allocation Redevelopment Act*

The Act authorizes Illinois municipalities to redevelop locally designated deteriorated areas through tax increment financing. In order for an area to qualify as a tax increment financing district, it must first be designated as a blighted area, a conservation area (or a combination of the two) or an industrial park conservation area as defined in Section 5/11-74.4-3(a) of the Act:

- (a) "Blighted area" means any improved or vacant area within the boundaries of a redevelopment project area located within the territorial limits of the municipality where, if improved, industrial, commercial and residential buildings or improvements, because of a combination of 5 or more of the following factors: age; dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; or lack of community planning, is detrimental to the public safety, health, morals or welfare, or if vacant, the sound growth of the taxing districts is impaired by, (1) a combination of 2 or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such land; flooding on all or part of such vacant land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4) the area consists of unused railyards, rail tracks or railroad rights-of-way, or (5) the area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least 5 years, or (6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material, which were removed from construction, demolition, excavation or dredge sites, or (7) the area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within 5 years prior to the designation of the redevelopment project area, and which area meets at least one of the factors itemized in provision (1) of this subsection (a), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.
- (b) "Conservation area" means any improved area within the boundaries of a redevelopment project area located within the territorial limits of the municipality in which 50% or more of the structures in the area have an age of 35 years or more. Such an area is not yet a blighted area but because of a combination of 3 or more of the following factors: dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards;

abandonment; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; lack of community planning, is detrimental to the public safety, health, morals or welfare and such an area may become a blighted area.”

The Act also states at 65 ILCS 5/11-74.4-3(n) that:

“***. No redevelopment plan shall be adopted unless a municipality . . . finds that the redevelopment project area on the whole has not been subject to growth and development through investment by private enterprise, and would not reasonably be anticipated to be developed without the adoption of the redevelopment plan.”

Vacant areas may also qualify as blighted. In order for vacant land to qualify as blighted, it must first be found to be vacant. Vacant land as described in the statute is:

“any parcel or combination of parcels of real property without commercial, agricultural and residential buildings which has not been used for commercial agricultural purposes within five years prior to the designation of the redevelopment area unless the parcel is included in an industrial park conservation area or the parcel has been subdivided”. (65 ILCS 5/11-74.4-3(v), as amended

As vacant land, the property may qualify as blighted if the:

“sound growth of the taxing districts is impaired by (1) a combination of two or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such vacant land; flooding on all or part of such land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4) the area consists of unused railyards, rail tracks or railroad rights-of-way, or (5) the area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least 5 years, or (6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material which were removed from construction, demolition, excavation or dredge sites, or (7) the area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within 5 years prior to the designation of the redevelopment project area and which area meets at least one of the factors itemized in provision (1) of this subsection (a), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.” (65 ILCS 5/11-74.4-3(a)(1996 State Bar Edition), as amended.

On the basis of these criteria, the Area is considered eligible and is qualified as a conservation area within the requirements of the Act as documented below.

B. Survey, Analysis and Distribution of Eligibility Factors

Exterior surveys of observable conditions were conducted of all of the properties located within the Area. An analysis was made of each of the conservation area eligibility factors contained in the Act to determine their presence in the Area. This survey examined not only the condition and use of buildings but also included conditions of streets, sidewalks, curbs, gutters, lighting, vacant land, underutilized land, parking facilities, landscaping, fences and walls, and general maintenance. In addition, an analysis was conducted on existing site coverage, parking and land uses, and their relationship to the surrounding Area.

A building-by-building analysis of the 72 blocks in the Area was conducted to identify the eligibility factors present in the Area (see **Conservation Area Factors Matrix, Table Two**, on the following page and narrative regarding vacant areas contained in this section). Each of the factors relevant to making a finding of eligibility is present as stated in the tabulations.

C. Building Evaluation Procedure

This section identifies how the properties within the Area were evaluated. During the field survey, all components of and improvements to the subject properties were examined to determine the presence and extent to which blighting factors existed in the Area. Field investigators by the staff of the Consultant included a registered architect and professional planners. They conducted research and inspections of the Area in order to ascertain the existence and prevalence of the various blighting factors described in the Act and Area needs. These inspectors have been trained in TIF qualifications survey techniques and have extensive experience in similar undertakings.

The Consultant's staff was assisted by information obtained from various departments of the City of Chicago and Cook County. Based on these investigations and qualification requirements and the determination of needs and deficiencies in the Area the qualification and the boundary of the Area were determined.

**Table Two
Archer/Central Redevelopment Project Area
Conservation Area Factors Matrix**

* Sub Area	Total Number of Buildings of 35 Years of Age and Older	** Buildings of 35 Years of Age and Older	% Total Buildings of 35 Years of Age and Older	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total Number of Area (See 3) Blighting Factors Present	
				Dilapidation	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Min. Code Standards	Abandonment	Excessive Vacancy	Overcrowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Deterioration of Land Use and Layout	Depreciation of Physical Maintenance	Lack of Community Planning		
Total Sub Area 1	57	42	74%	0	41	9	0	10	0	0	0	0	0	44	0	37	0	5	Yes
Total Sub Area 2	12	7	58%	0	4	4	0	3	0	0	0	1	0	4	3	5	3	8	Yes
Total Sub Area 3	4	3	75%	0	2	1	0	1	0	0	0	0	0	0	0	2	0	4	Yes
Total Sub Area 4	11	9	82%	0	9	5	0	3	0	0	0	0	0	9	0	9	2	6	Yes
Total Sub Area 5	29	23	79%	1	14	5	0	0	0	2	0	0	0	11	1	17	1	8	Yes
Total Sub Area 6	17	15	88%	0	16	8	0	8	0	4	0	0	0	16	0	17	0	6	Yes
Total Sub Area 7	20	13	65%	0	15	19	0	11	0	5	0	0	0	15	0	20	0	6	Yes
Total Sub Area 8	14	9	64%	0	3	7	0	7	0	1	0	0	0	11	0	9	1	7	Yes
Total Sub Area 9	15	12	80%	0	5	5	0	2	0	0	0	0	0	9	0	11	2	6	Yes
Total Sub Area 10	16	11	69%	0	5	11	1	12	0	2	0	1	0	15	0	11	0	8	Yes
Total Sub Area 11	6	4	67%	1	2	4	0	4	1	1	0	0	0	6	0	5	1	9	Yes
Total Number of Bldgs. or Parcels Exhibiting Blighting Factors	201	148	74%	2	116	78	1	61	1	15	0	2	0	140	4	143	10	12	Yes
% Total Bldgs. or Parcels Exhibiting Blighting Factors			Less Than 1%	58%	39%	Less Than 1%	Less Than 1%	30%	Less Than 1%	7%	0%	Less Than 1%	0%	70%	2%	71%	5%		

* Sub-Area designations are graphically identified on the Sub-Area Key Map contained in Attachment Two of the Appendix.
 ** Age is not a factor for designation but rather a threshold that must be met before an area can qualify as a conservation area.
 Bold indicates conservation area factors that exist to a major extent.

D. Investigation and Analysis of Eligibility Factors

In determining whether the proposed Area meets the eligibility requirements of the Act, various methods of research were used in addition to the field surveys. The data include information assembled from the sources below:

1. Contacts with local individuals knowledgeable as to Area conditions and history, age of buildings and site improvements, methods of construction, review of real estate records and related items, and other information related to the Area was used. In addition, aerial photographs, Sidwell block sheets, etc.
2. Inspection and research as to the condition of local buildings, streets, utilities, etc.
3. On-site field inspection of the proposed Area conditions by experienced property inspectors of the Consultant and others as previously noted. Personnel of the Consultant are trained in techniques and procedures of determining conditions of properties, utilities, streets, etc. and determination of eligibility of designated areas for tax increment financing.
4. Use of accepted definitions and guidelines to determine area eligibility as established by the Illinois Department of Revenue manual in conducting eligibility compliance review for State of Illinois Tax Increment Finance Areas in 1988.
5. Adherence to basic findings of need expressed in the Act:
 - i. There exists in many Illinois municipalities areas that are conservation or blighted areas, within the meaning of the Act.
 - ii. The eradication of blighted areas and the treatment of conservation areas by redevelopment projects are essential to the public interest.
 - iii. These findings are made on the basis that the presence of blight or conditions, which lead to blight, is detrimental to the safety, health, welfare and morals of the public.

E. Analysis of Conditions in the Conservation Area

In making the determination of eligibility, each and every property or building in the Area is not required to qualify. It is the Area as a whole that must be determined to be eligible. The following analysis details conditions which cause the Area to qualify under the Act, as a conservation area and as a blighted area, per surveys and research undertaken by the Consultant between January and June of 1999:

Age Of Structures - Definition

Age, although not one of the 14 blighting factors used to establish a conservation area under the Act, is used as a threshold that an area must meet in order to qualify. In order for an Area to qualify as a conservation area the Act requires that "50% or more of the structures in the area have an age of 35 years or more." In a conservation area, according to the Act, the determination must be made that the Area is, "not yet a blighted area", but because of the presence of certain factors, "may become a blighted area."

Age presumes the existence of problems or limiting conditions resulting from normal and continuous use of structures and exposure to the elements over a period of many years. As a rule, older buildings typically exhibit more problems than buildings constructed in later years because of longer periods of active usage (wear and tear) and the impact of time, temperature and moisture. Additionally, older buildings tend not to be ideally suited for meeting modern-day space and development standards. These typical problematic conditions in older buildings can be the initial indicators that the factors used to qualify the Area may be present.

Summary of Findings Regarding Age:

The Area contains a total of 201 main¹ buildings, of which 74%, or 148 buildings are 35 years of age or older as determined by field surveys and local research.

¹ Main buildings are defined as those buildings presently located on each parcel that were constructed to accommodate the principal land uses currently occupying the buildings (or prior uses in the case of buildings that are vacant). Accessory structures such as freestanding garages for single-family and or multi-family dwellings, storage sheds, communications towers, etc. are not included in the building counts. However, the condition of these structures was noted in considering the overall condition of the improvements on each parcel.

Thus the Area meets the threshold requirement for a conservation area in that 50% or more of the structures in the Area exceed 35 years of age.

1. Dilapidation - Definition

Dilapidation refers to an "advanced" state of disrepair of buildings or improvements, or the lack of necessary repairs, resulting in the building or improvement falling into a state of decay. Dilapidation as a factor is based upon the documented presence and reasonable distribution of buildings and improvements that are in an advanced state of disrepair. At a minimum, dilapidated buildings should be those with critical defects in primary structural components (roof, bearing walls, floor structure and foundation), building systems (heating, ventilation, lighting, and plumbing) and secondary structural components in such combination and extent that:

- a. major repair is required; or
- b. the defects are so serious and so extensive that the buildings must be removed.

Summary of Findings Regarding Dilapidation:

Of the 201 main buildings in the Area, 2 buildings, or less than 1%, were found to be in an advanced state of disrepair. The exterior field survey of main buildings in the Area found structures with critical defects in primary structural components such as roofs, bearing walls, floor structure and foundations and in secondary structural components to an extent that major repair or the removal of such buildings is required.

2. Obsolescence - Definition

An obsolete building or improvement is one that is becoming obsolete or going out of use -- not entirely disused, but gradually becoming so. Thus, obsolescence is the condition or process of falling into disuse.

Obsolescence, as a factor, is based upon the documented presence and reasonable distribution of buildings and other site improvements evidencing such obsolescence. Examples include:

- a. **Functional Obsolescence:** Structures are typically built for specific uses or purposes and their design, location, height and space arrangement are each intended for a specific occupancy at a given time. Buildings are obsolete when they contain characteristics or deficiencies that limit the use and marketability of such buildings.

The characteristics may include loss in value to a property resulting from an inherent deficiency existing from poor design or layout, improper orientation of building on site, etc., which detracts from the overall usefulness or desirability of a property. Obsolescence in such buildings is typically difficult and expensive to correct.

- b. **Economic Obsolescence:** Economic obsolescence is normally a result of adverse conditions that cause some degree of market rejection, and hence, depreciation in market values. Typically, buildings classified as dilapidated and buildings that contain vacant space are characterized by problem conditions, which may not be economically curable, resulting in net rental losses and/or depreciation in market value.
- c. **Obsolete platting:** Obsolete platting would include parcels of limited or narrow size and configuration or parcels of irregular size or shape that would be difficult to develop on a planned basis and in a manner compatible with contemporary standards and requirements. Plats that created inadequate right-of-way widths for streets, alleys and other public rights-of-way or which omitted easements for public utilities should also be considered obsolete.
- d. **Obsolete site improvements:** Site improvements, including sewer and water lines, public utility lines (gas, electric and telephone), roadways, parking areas, parking structures, sidewalks, curbs and gutters, lighting, etc., may also evidence obsolescence in terms of their relationship to contemporary development standards for such improvements. Factors of this obsolescence may include inadequate utility capacities, outdated designs, etc.

Summary of Findings Regarding Obsolescence:

The field survey of main buildings and parcels in the Area found that certain buildings and parcels exhibit characteristics of obsolescence. Obsolete buildings or site improvements comprised 58% or 116 of the 201 buildings in the Area. Obsolescence in the form of obsolete platting is wide spread throughout the Area. The majority of properties located along the major street corridors of the Area are platted into narrow lots that contain nearly 100% lot coverage of buildings or site improvements. This condition limits the amount of land area on the parcels for provision of on-site parking (including provisions for handicapped parking areas) and adequate building setbacks associated with contemporary development standards.

3. Deterioration - Definition

Deterioration refers to physical deficiencies or disrepair in buildings or site improvements requiring treatment or repair. While deterioration may be evident in basically sound buildings (i.e., lack of painting, loose or missing materials, or holes and cracks over limited areas), such deterioration can be corrected through normal maintenance. Such deterioration would not be sufficiently advanced to warrant classifying a building as being deteriorated or deteriorating within the purposes of the Act.

Deterioration, which is not easily correctable in the course of normal maintenance, may also be evident in buildings. Such buildings may be classified as deteriorating or in an advanced stage of deterioration, depending upon the degree or extent of defects. This would include buildings with major defects in the secondary building components (i.e., doors, windows, porches, gutters and downspouts, fascia materials, etc.), and major defects in primary building components (i.e., foundations, frames, roofs, etc.), respectively.

The conditions of roadways, alleys, curbs, gutters, sidewalks, off-street parking and surface storage areas may also evidence deterioration; surface cracking, crumbling, potholes, depressions, loose paving materials, weeds protruding through the surface, etc.

Deterioration is the presence of structural and non-structural defects which are not correctable by normal maintenance efforts, but which require rehabilitation.

Summary of Findings Regarding Deterioration:

Throughout the Area, deteriorating conditions were recorded on 39% or 78 of the 201 main buildings in the Area. The exterior field survey of main buildings in the Area found structures with major defects in the secondary structural components, including windows, doors, gutters, downspouts, porches, chimneys, fascia materials, parapet walls, etc.

In addition, deteriorated parking areas associated with individual properties located throughout the Area were observed.

4. Illegal Use of Individual Structures - Definition

This factor applies to the use of structures in violation of applicable national, state or local laws, and not to legal, nonconforming uses. Examples of illegal uses may include, but not be limited to, the following:

- a. illegal home occupations;

- b. conduct of any illegal vice activities such as gambling or drug manufacture;
- c. uses not in conformance with local zoning codes and not previously grandfathered in as legal nonconforming uses;
- d. uses involving manufacture, sale, storage or use of dangerous explosives and firearms.

Summary of Findings Regarding Illegal Use of Individual Structures:

Illegal use of individual structures was observed in less than 1% or 1 of the 201 main buildings in the Area.

5. Presence of Structures Below Minimum Code Standards - Definition

Structures below minimum code standards include all structures that do not meet the standards of zoning, subdivision, State building laws and regulations. The principal purposes of such codes are to require buildings to be constructed in such a way as to sustain safety of loads expected from various types of occupancy, to be safe for occupancy against fire and similar hazards, and/or establish minimum standards essential for safe and sanitary habitation. Structures below minimum code are characterized by defects or deficiencies that presume to threaten health and safety.

Summary of Findings Regarding Presence of Structures Below Minimum Code Standards:

Throughout the Area, structures below minimum code were recorded in 30% or 61 of the 201 buildings in the Area. The exterior field survey of main buildings in the Area found structures not in conformance with local zoning codes and structures not safe for occupancy because of fire and similar hazards.

6. Abandonment - Definition

This factor only applies to the "conservation area" designation. Abandonment usually refers to the relinquishing by the owner of all rights, title, claim and possession with intention of not reclaiming the property or resuming its ownership, possession or enjoyment. However, in some cases a determination of abandonment is appropriate if the occupant walks away without legally relinquishing title. For example, a structure not occupied for 12 months should probably be characterized as abandoned.

Summary of Findings Regarding Abandonment:

Abandonment of structures was observed in less than 1% or 1 of the 201 main buildings in the Area.

7. Excessive Vacancies - Definition

Establishing the presence of this factor requires the identification, documentation and mapping of the presence of vacant buildings which are unoccupied or underutilized and which represent an adverse influence on the Area because of the frequency, extent, or duration of such vacancies. It includes properties which evidence no apparent effort directed toward occupancy or utilization and partial vacancies.

Summary of Findings Regarding Excessive Vacancies:

The field investigation indicates that 15 buildings, 7% of the total 201 main buildings, have buildings with excessive vacancy of floor space. There is in excess of 5,000 sq. ft. of vacant industrial and commercial floor space located in four buildings in the Area. In some instances this vacant floor space has not been utilized for extended time periods.

8. Overcrowding of Structures and Community Facilities - Definition

Overcrowding of structures and community facilities refers to utilization of public or private buildings, facilities, or properties beyond their reasonable or legally permitted capacity. Overcrowding is frequently found in buildings and improvements originally designed for a specific use and later converted to accommodate a more intensive use without adequate provision for minimum floor area requirements, privacy, ingress and egress, loading and services, capacity of building systems, etc.

Summary of Findings Regarding Overcrowding of Structures and Community Facilities:

The field investigation did not indicate evidence of this factor.

9. Lack of Ventilation, Light or Sanitary Facilities - Definition

Many older structures fail to provide adequate ventilation, light or sanitary facilities. This is also a characteristic often found in illegal or improper building conversions and in commercial buildings converted to residential usage. Lack of ventilation, light or sanitary facilities is presumed to adversely affect the health of building occupants (i.e., residents, employees or visitors).

Typical requirements for ventilation, light and sanitary facilities include:

- a. adequate mechanical ventilation for air circulation in spaces/rooms without windows (i.e., bathrooms, dust, odor or smoke-producing activity areas);
- b. adequate natural light and ventilation by means of skylights or windows for interior rooms/spaces, and proper window sizes and amounts by room area to window area ratios;
- c. adequate sanitary facilities (i.e., garbage storage/enclosure, bathroom facilities, hot water, and kitchen); and
- d. adequate ingress and egress to and from all rooms and units.

Summary of Findings Regarding Lack of Ventilation, Light or Sanitary Facilities:

The exterior field survey of main buildings in the Area found structures without adequate mechanical ventilation, natural light and proper window area ratios in the Area. Structures exhibiting a lack of ventilation, light or sanitary facilities were recorded in less than 1% or 2 of the 201 main buildings.

10. Inadequate Utilities - Definition

Inadequate utilities refers to deficiencies in the capacity or condition of utilities which service a property or area, including, but not limited to, storm drainage, water supply, electrical power, sanitary sewers, gas and electricity.

Summary of Findings Regarding Inadequate Utilities:

The field investigation did not indicate the presence of this factor.

11. Excessive Land Coverage - Definition

This factor may be documented by showing instances where building coverage is excessive. Excessive coverage refers to the over-intensive use of property and the crowding of buildings and accessory facilities onto a site. Problem conditions include buildings either improperly situated on the parcel or located on parcels of inadequate size and/or shape in relation to present-day standards of development for health and safety, and multiple buildings on a single parcel. The resulting inadequate conditions include such factors as insufficient provision for light and air, increased threat of fire due to close proximity to nearby buildings, lack of adequate or proper access to a public right-of-way, lack of required off-street parking, and in-

adequate provision for loading or service. Excessive land coverage has an adverse or blighting effect on nearby development as problems associated with lack of parking or loading areas impact adjoining properties.

Summary of Findings Regarding Excessive Land Coverage:

Structures exhibiting 100% lot coverage with party or firewalls separating one structure from the next is a historical fact of high-density urban development. This situation is common throughout the Area.

Numerous commercial and industrial businesses are located in structures that cover 100% (or nearly 100%) of their respective lots. Other businesses are utilizing 100% of their lot for business operations. These conditions typically do not allow for off-street loading facilities for shipping or delivery operations and do not provide parking for patrons and employees. Parking for handicapped patrons or employees is also generally not provided. The impact of this is that often parking occurs on adjacent residential streets or patrons are discouraged from shopping in some areas due to the lack of adequate parking. In addition, delivery trucks were observed off-loading goods at the curb or in traffic lanes.

In the Area, 70% or 140 of the 201 main buildings revealed some evidence of excessive land coverage.

12. Deleterious Land Use or Layout-Definition

Deleterious land uses include all instances of incompatible land-use relationships, buildings occupied by inappropriate mixed uses, or uses which may be considered noxious, offensive or environmentally unsuitable.

Summary of Findings Regarding Deleterious Land Use or Layout:

As in many communities that have evolved over the years, industrial or commercial uses are in close proximity to residential uses adjacent to the Area. The lack of adequate screening and the level of activity associated with these uses are highly disruptive to adjacent residential areas immediately outside of the Area. 2% or 4 of the 201 main buildings in the Area were considered to be deleterious uses.

13. Depreciation of Physical Maintenance - Definition

This factor considers the effects of deferred maintenance and the lack of maintenance of buildings, improvements and grounds comprising the Area. Evidence to show the presence of this factor may include, but is not limited to, the following:

- a. **Buildings:** unpainted or unfinished surfaces; paint peeling; loose or missing materials; sagging or bowing walls, floors, roofs, and porches; cracks; broken windows; loose gutters and downspouts; loose or missing shingles; damaged building areas still in disrepair; etc. This information may be collected as part of the building condition surveys undertaken to document the existence of dilapidation and deterioration.
- b. **Front yards, side yards, back yards and vacant parcels:** accumulation of trash and debris; broken sidewalks; lack of vegetation; lack of paving and dust control; potholes, standing water; fences in disrepair; lack of mowing and pruning of vegetation, etc.
- c. **Public or private utilities:** utilities that are subject to interruption of service due to on-going maintenance problems such as leaks or breaks, power outages or shut-downs, or inadequate levels of service, etc.
- d. **Streets, alleys and parking areas:** potholes; broken or crumbling surfaces; broken curbs and/or gutters; areas of loose or missing materials; standing water, etc.

Summary of Findings Regarding Depreciation of Physical Maintenance:

Depreciation of physical maintenance is widespread throughout the Area. A majority of the parcels and buildings in the Area exhibit characteristics that show a depreciation of physical maintenance. Of the 201 main buildings in the Area, 71% or 143 of the buildings are impacted by a depreciation of physical maintenance, based on the field surveys conducted. These are combined characteristics in building and site improvements.

Graffiti was observed on several structures and site improvements in the area. Curbs, off-street parking areas and sidewalks in the Area exhibited signs of depreciation of physical maintenance due to broken or cracked surfaces and areas of loose or missing materials. Several areas along railroad rights-of-way and in vacant portions of the Area contained overgrown weeds, trash and debris.

14. Lack of Community Planning – Definition

This may be counted as a factor if the area developed prior to or without the benefit or guidance of a community plan. This means that no community plan existed or it was considered inadequate, and/or was virtually ignored during the time of the Area's development. Indications of a lack of community planning include:

1. Streets in the industrial and commercial areas that are too narrow to accommodate truck movements.
2. Street intersections that do not conform to modern traffic engineering standards and practices.
3. One-way street systems that exist with little regard for overall systematic traffic planning.
4. Street parking existing on streets that are too narrow to accommodate two-way traffic and street parking.
5. Viaducts that are lower than minimum height requirements creating truck clearance problems.
6. Some larger tracts of land suffer from improper platting that has led to some parcels having awkward configuration and/or unusual dimensions for their use.
7. Some properties in the Area do not enjoy good access to public streets.
8. Some pockets of residential land use and residential zoning exist that present incompatible relationships in areas with a heavy industrial environment.
9. Numerous commercial/industrial properties exist that are too small to adequately accommodate appropriate off-street parking and loading requirements.
10. Trailer storage, container storage and other uses that exhibit outside storage are a highly negative image for the Area and are operating virtually uncontrolled with respect to how they are maintained.

Summary of Findings Regarding Lack of Community Planning:
The field investigation indicates that 10% or 5 of the 201 main buildings in the Area exhibit a lack of community planning.

The deleterious nature of some of uses and the expansion of some uses over the years impacts the viability of uses within the Area and areas adjacent to the Area. Operations that make little effort to screen their operation from adjacent areas create a highly negative influence on adjacent properties and is evidence of a lack of community planning.

F. Conclusion of Investigation of Eligibility Factors for the Redevelopment Project Area

The Area is impacted by a number of eligibility factors. This analysis demonstrates that the Area qualifies as a conservation area as defined in the Act. As documented, this is due to conditions found to exist in the Area. The Plan includes measures designed to reduce or eliminate the deficiencies which cause the Area to qualify consistent with the strategy of the City of Chicago for revitalizing other designated redevelopment project areas and industrial corridors.

The City and the State of Illinois have also designated approximately 28.1% of the Area as State of Illinois Enterprise Zone No. 2. This designation is in further response to the deteriorating conditions in the Area, recognition of the significant needs, and realization that financial incentives are required to attract private investment. However, this designation will only benefit a small portion of the Area and does not address Area-wide needs or the conditions that cause the Area to qualify as a redevelopment area.

IV. SUMMARY AND CONCLUSION

The conclusion of the Consultant is that the number, degree and distribution of conservation and blighting eligibility factors in the Area as documented in this Eligibility Study warrant the designation of the Area as a conservation area as set forth in the Act. Specifically:

Below and on the next page are two summary tables highlighting the factors found to exist in the Area which cause it to qualify as a conservation area.

A. Conservation Area Statutory Factors

ELIGIBILITY FACTOR ¹		EXISTING IN AREA
	Age ²	74% of bldgs. Are or exceed 35 years of age.
1	Dilapidation	Minor Extent
2	Obsolescence	Major Extent
3	Deterioration	Minor Extent
4	Illegal use of individual structures	Minor Extent
5	Presence of structures below minimum code standards	Minor Extent
6	Abandonment	Minor Extent
7	Excessive vacancies	Minor Extent
8	Overcrowding of structures and community facilities	Not Present
9	Lack of ventilation, light or sanitary facilities	Minor Extent
10	Inadequate utilities	Not Present
11	Excessive land coverage	Major Extent
12	Deleterious land use or layout	Minor Extent
13	Depreciation of physical maintenance	Major Extent
14	Lack of community planning	Minor Extent

Notes:

¹ Only three factors are required by the Act for eligibility. Twelve factors are present in the Area. Three factors were found to exist to a major extent and nine were found to exist to a minor extent.

² Age is not a factor for designation but rather a threshold that must be met before an area can qualify as a conservation area.

While it may be concluded that the mere presence of the stated eligibility factors noted above may be sufficient to qualify the Area as a conservation area, this evaluation was made on the basis that the factors must be present to an

extent that would lead reasonable persons to conclude that public intervention is necessary. Secondly, the distribution of conservation area eligibility factors throughout the Area must be reasonable so that a basically good area is not arbitrarily found to be a conservation area or blighted area simply because of proximity to an area that exhibits blighting factors.

Research indicates that the Area on the whole has not been subject to growth and development as a result of investment by private enterprise and will not be developed without action by the City. These have been previously documented. All properties within the Area will benefit from the Plan. The conclusions presented in this Eligibility Study are those of the Consultant.

The analysis contained herein was based upon data assembled by the Consultant. The study and survey of the Area indicate that requirements necessary for designation as a conservation area are present. Therefore, the Area qualifies as a conservation area to be designated as a redevelopment project area and eligible for Tax Increment Financing under the Act.

###

Attachment Two

Maps and Plan Exhibits

TIF Boundaries for the Midway Redevelopment Areas

City of Chicago, Illinois

STEVENS ON EXPRESSWAY

47TH

51ST

ARCHER

55TH

59TH

63RD

MIDWAY AIRPORT

CENTRAL







LARAMIE

67TH - MARQUETTE

71ST

77TH

Redevelopment Areas

-  Archer / Central
-  Cicero / Archer
-  Midway Industrial Corridor
-  51st / Archer
-  63rd / Pulaski
-  The Greater Southwest Industrial Corridor (West)

EXCLUDED

EXCLUDED

EXCLUDED

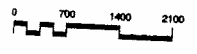
EXCLUDED
HOBAN / GRAND
TRUNK TIE

EXCLUDED

EXCLUDED
72ND & CICE RO TIE

EXCLUDED

SEPTEMBER 23, 1999



RGV Urban Consulting

CICERO

B.R.C. R.R.

KILDARE

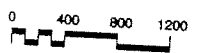
PULASKI

CENTRAL PARK

← EDZIE

Boundary Map of TIF Area
 Archer / Central Redevelopment Area
 City of Chicago, Illinois

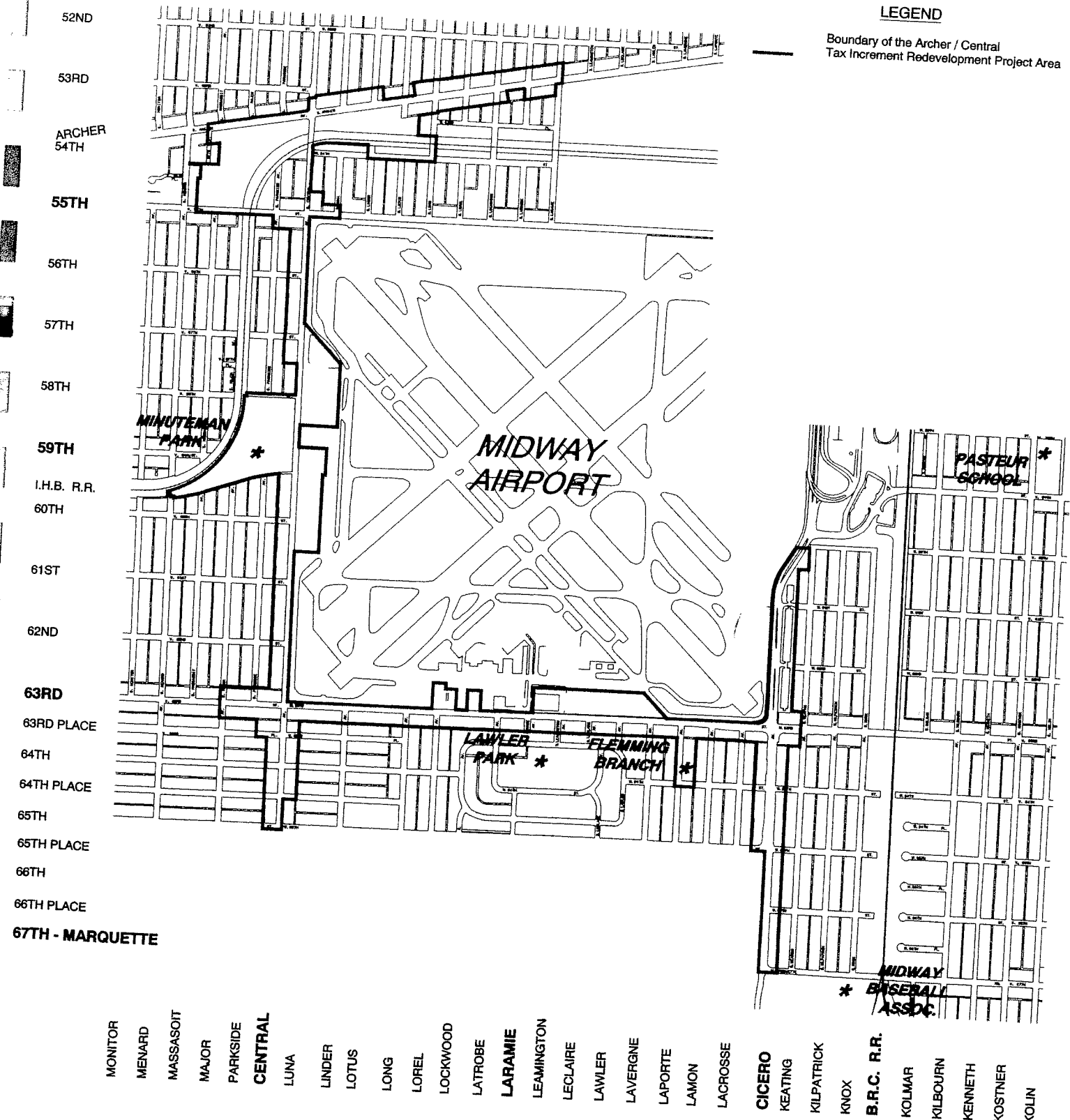
SEPTEMBER 21, 1999



FGV Urban Consulting

LEGEND

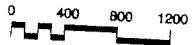
Boundary of the Archer / Central Tax Incremental Redevelopment Project Area



- MONITOR
- MENARD
- MASSASOIT
- MAJOR
- PARKSIDE
- CENTRAL**
- LUNA
- LINDER
- LOTUS
- LONG
- LOREL
- LOCKWOOD
- LATROBE
- LARAMIE**
- LEAMINGTON
- LECLAIRE
- LAWLER
- LAVERGNE
- LAPORTE
- LAMON
- LACROSSE
- CICERO**
- KEATING
- KILPATRICK
- KNOX
- B.R.C. R.R.**
- KOLMAR
- KILBOURN
- KENNETH
- KOSTNER
- KOLIN









Existing Land Use Assessment Map Archer / Central Redevelopment Area City of Chicago, Illinois

SEPTEMBER 21, 1999

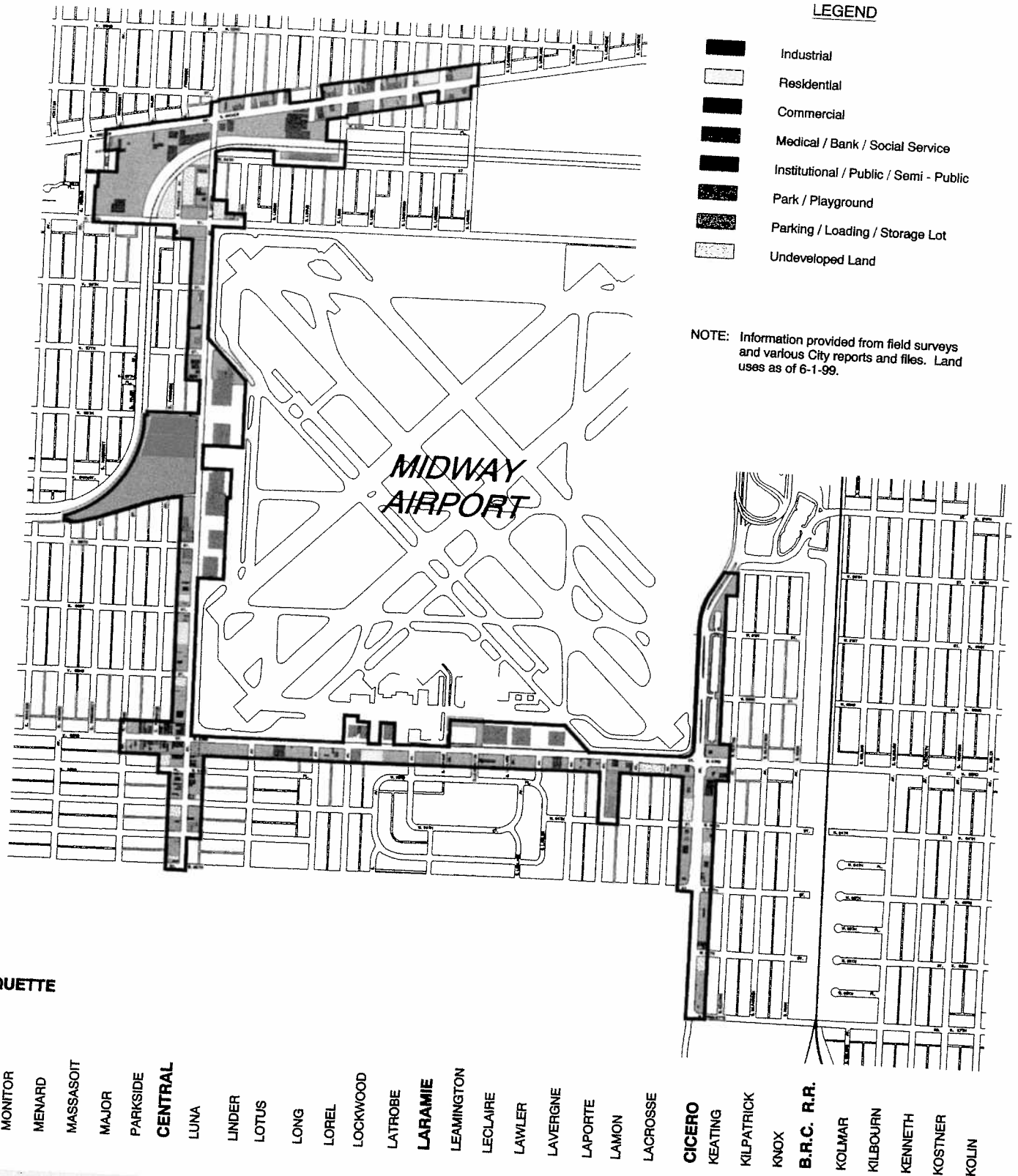


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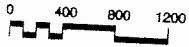
-  Industrial
-  Residential
-  Commercial
-  Medical / Bank / Social Service
-  Institutional / Public / Semi - Public
-  Park / Playground
-  Parking / Loading / Storage Lot
-  Undeveloped Land

NOTE: Information provided from field surveys and various City reports and files. Land uses as of 6-1-99.



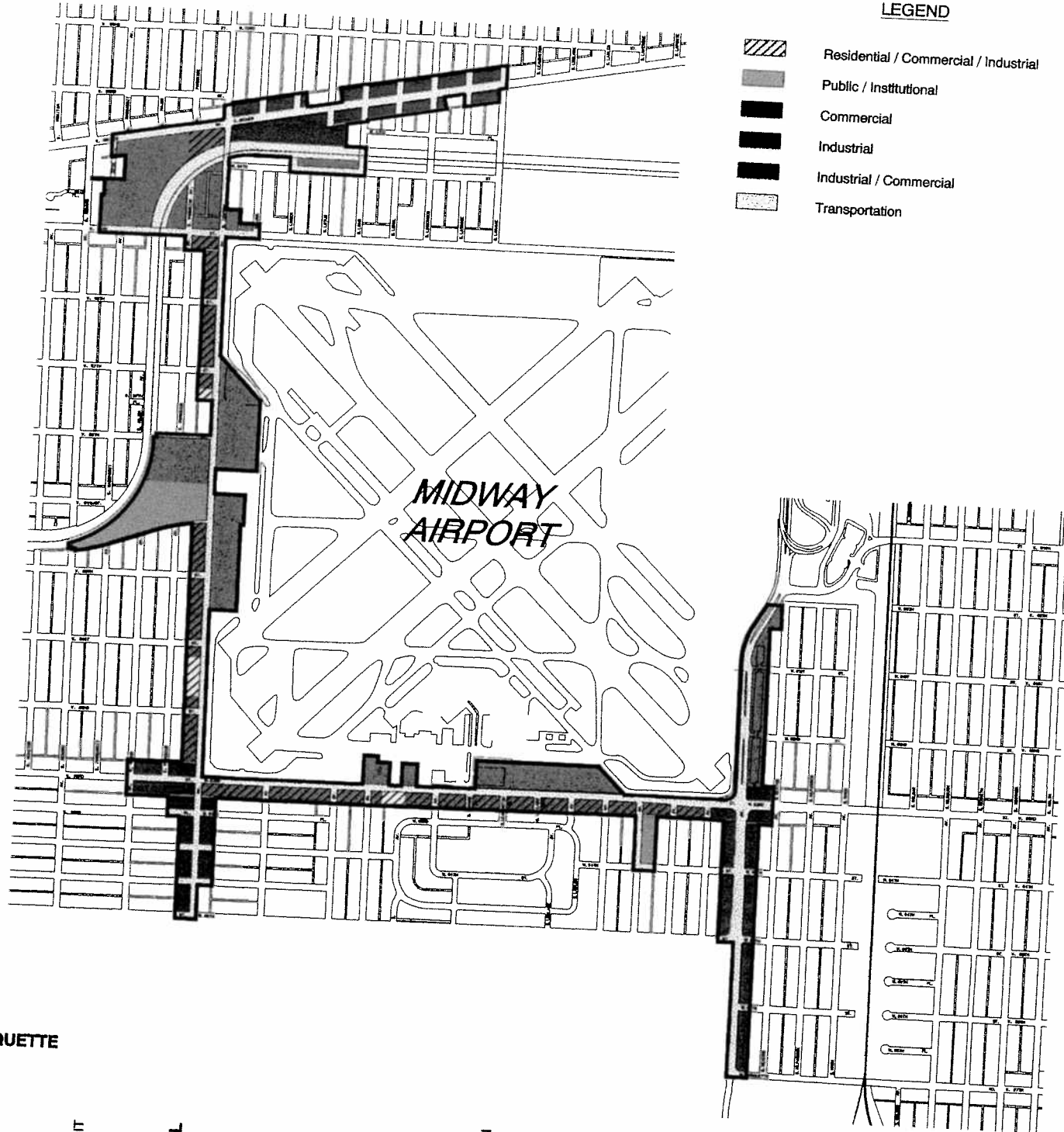
Generalized Land Use Plan Archer / Central Redevelopment Area City of Chicago, Illinois

SEPTEMBER 21, 1989



FGV Urban Consulting

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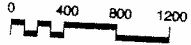
- Residential / Commercial / Industrial
- Public / Institutional
- Commercial
- Industrial
- Industrial / Commercial
- Transportation

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KILPATRICK
KNOX
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KILBOURN
KENNETH
KOSTNER
KOLIN

Generalized Existing Zoning Map Archer / Central Redevelopment Area

City of Chicago, Illinois

SEPTEMBER 21, 1998

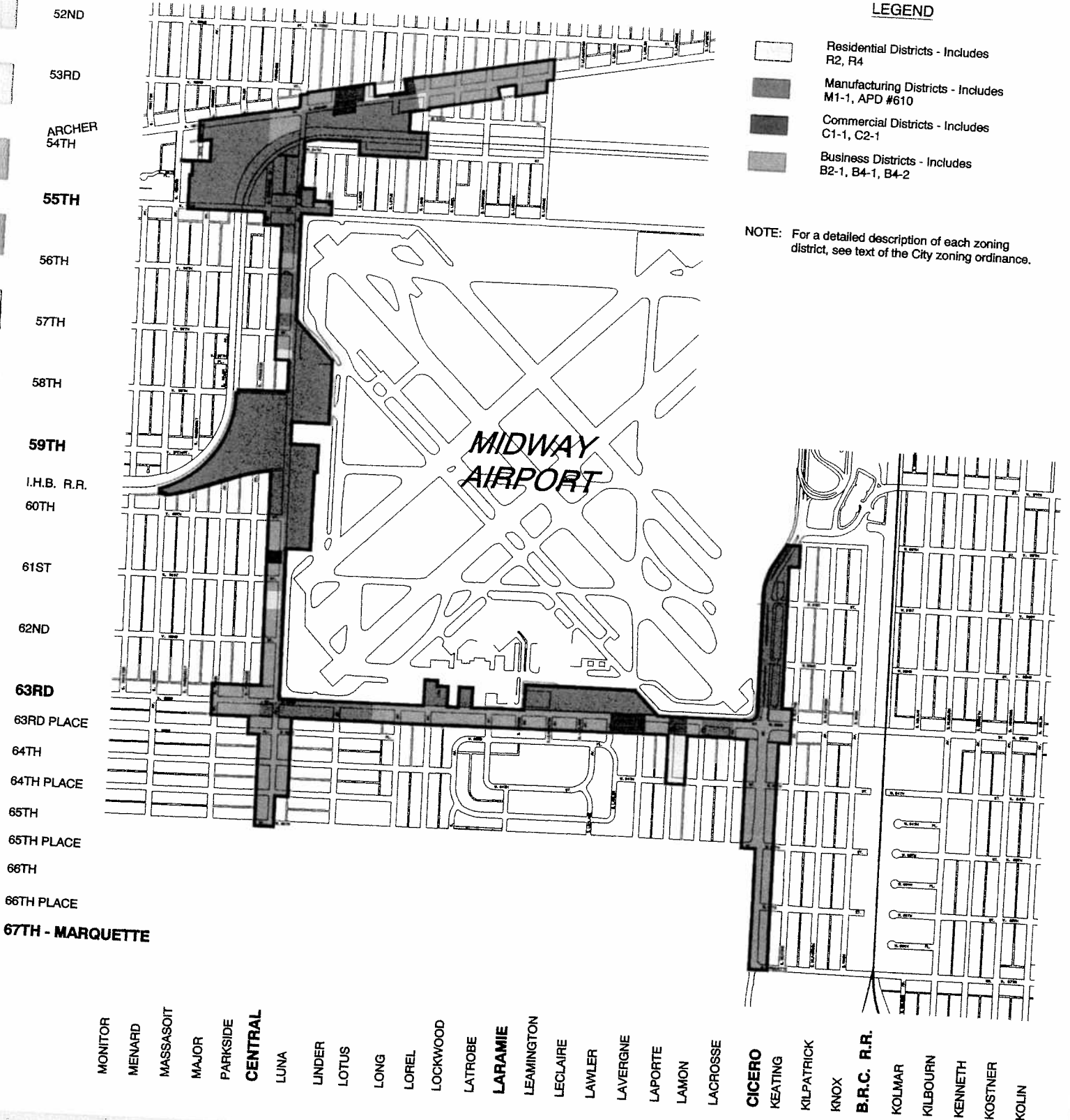


FGV Urban Consulting

LEGEND

- Residential Districts - Includes R2, R4
- Manufacturing Districts - Includes M1-1, APD #610
- Commercial Districts - Includes C1-1, C2-1
- Business Districts - Includes B2-1, B4-1, B4-2

NOTE: For a detailed description of each zoning district, see text of the City zoning ordinance.

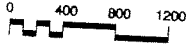


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67TH - MARQUETTE

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KOLMAR
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Sub-Area Key Map
 Archer / Central Redevelopment Area
 City of Chicago, Illinois

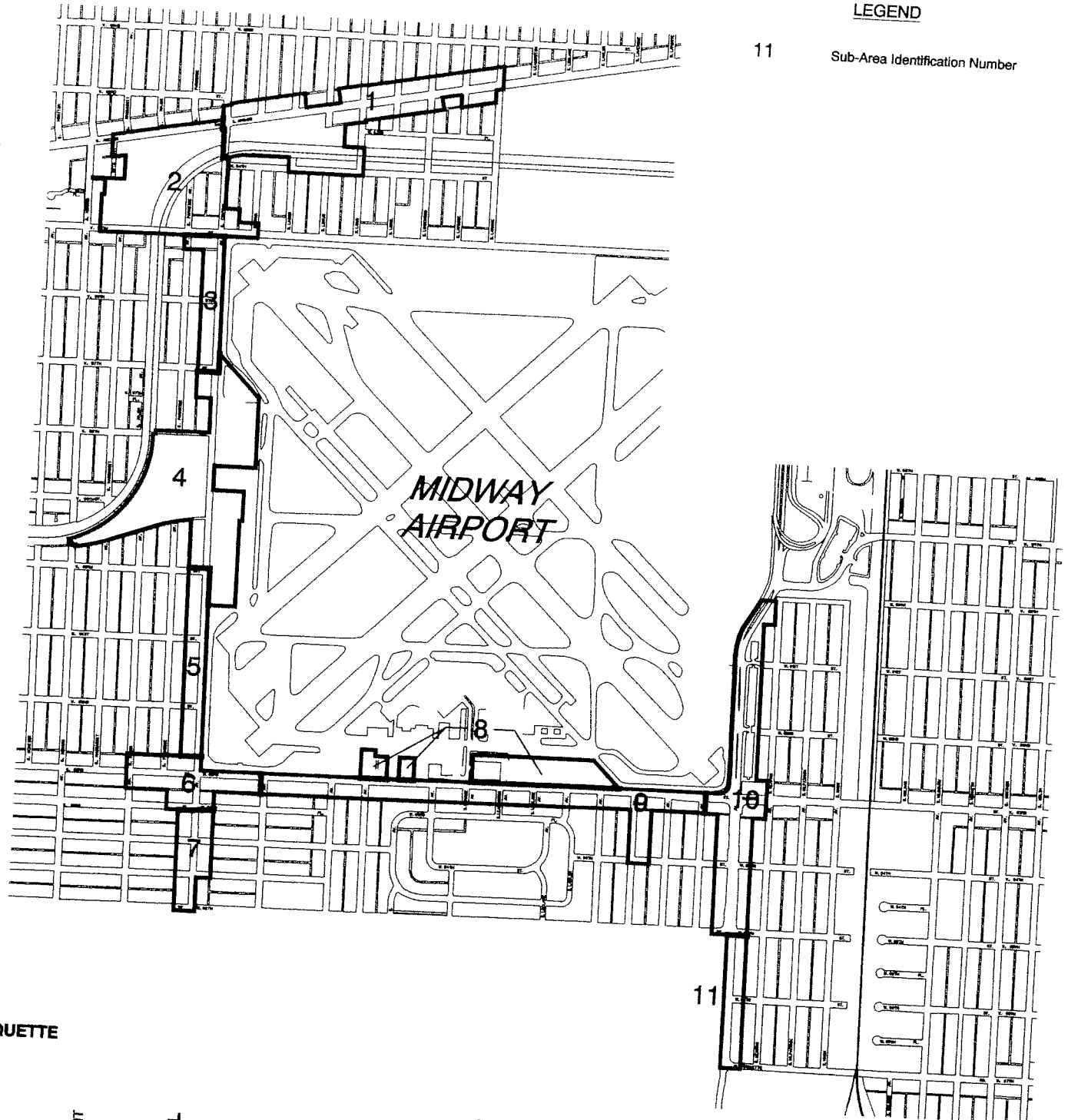
SEPTEMBER 21, 1999



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LEGEND

11 Sub-Area Identification Number

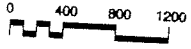


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- KOSTNER
- KOLIN

Enterprise Zone Map
 Archer / Central Redevelopment Area
 City of Chicago, Illinois

SEPTEMBER 21, 1999

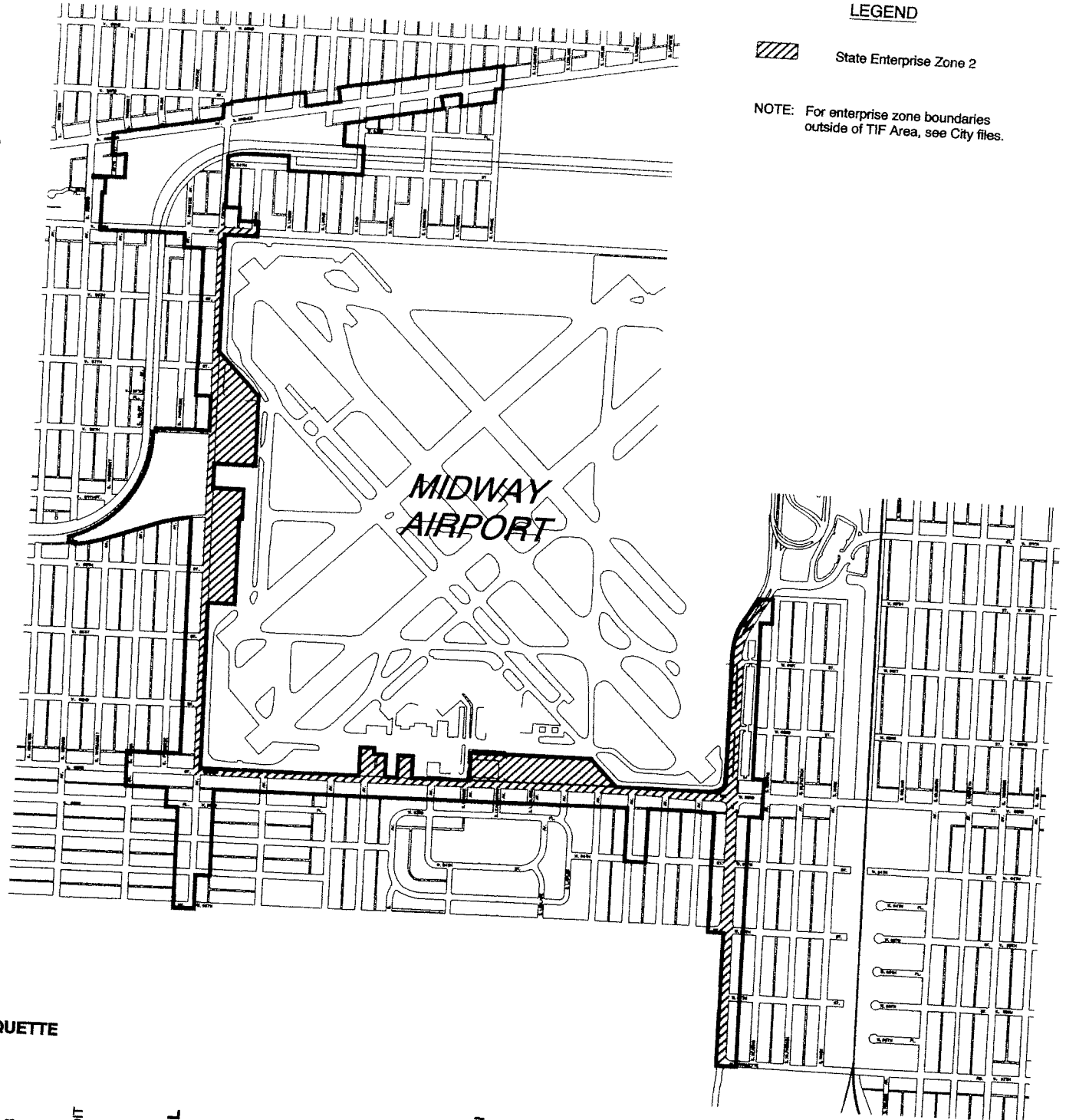


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 State Enterprise Zone 2

NOTE: For enterprise zone boundaries outside of TIF Area, see City files.

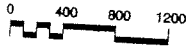


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- KOLMAR
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- KOSTNER
- KOLIN


Land Acquisition Map
 Archer / Central Redevelopment Area
 City of Chicago, Illinois

SEPTEMBER 21, 1969

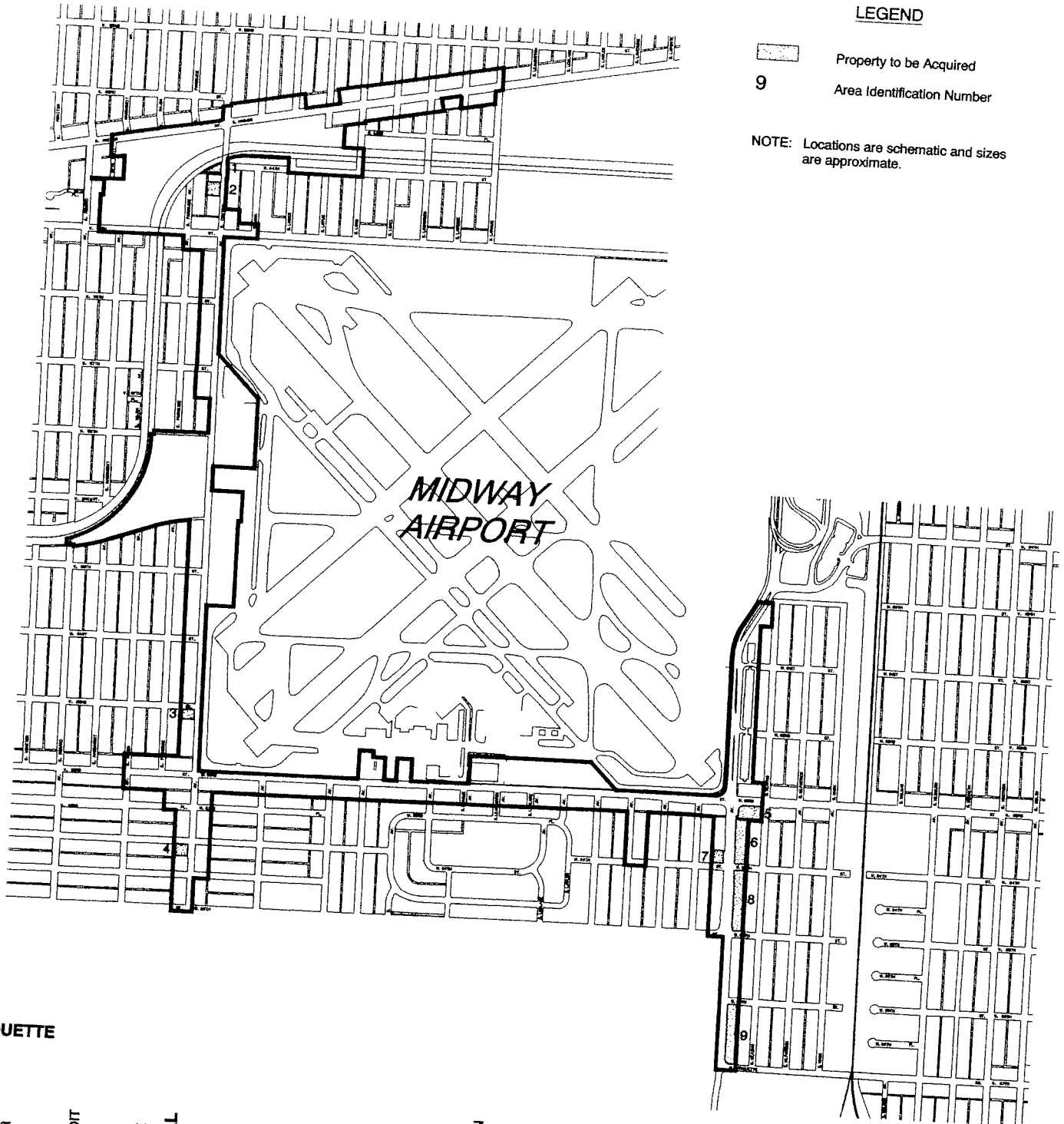


FGV Urban Consulting

LEGEND

-  Property to be Acquired
- 9** Area Identification Number

NOTE: Locations are schematic and sizes are approximate.



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- 67TH - MARQUETTE

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- PARKSIDE
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- LARAMIE**
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- KEATING
- KILPATRICK
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- B.R.C. R.R.**
- KOLMAR
- KILBOURN
- KENNETH
- KOSTNER
- KOLIN

Exhibit G-2
Chicago (Archer / Central Redevelopment Area) Acquisition List
PARCELS TO BE ACQUIRED BY CITY

COUNT	AREA NO.	PIN NO.	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
1	1	1908428041	13,851		
2	1	1908428064	1,888		
3	2	1908430018	4,120		
4	2	1908430019	7,170		
5	2	1908430020	9,633		
6	2	1908430021	7,170		
7	2	1908430022	7,170		
8	3	1917431015	22,451	Y	
9	3	1917431016	20,748		
10	3	1917431017	19,569	Y	
11	3	1917431018	19,569		
12	4	1920211034	8,063		
13	4	1920211035	7,170		
14	4	1920211036	7,170		
15	4	1920211037	7,170		
16	5	1922100047	226,901		
17	5	1922100048	180,345		
18	6	1922100045	420,426		
19	6	1922100046	83,222		
20	7	1921207035	15,000		
21	7	1921207036	15,000		
22	7	1921207037	15,000		
23	7	1921207038	28,884		
24	8	1922108007	12,236		
25	8	1922108008	12,236		
26	8	1922108009	12,107		
27	8	1922108010	12,107		
28	8	1922108011	12,107		
29	8	1922108012	12,107		
30	8	1922108013	12,107		
31	8	1922108014	40,165		
32	8	1922108015	40,165		
33	8	1922108016	25,559		
34	8	1922108017	13,280		
35	8	1922108018	12,269		
36	8	1922108019	27,277		
37	8	1922108020	24,807		
38	8	1922108021	24,807		
39	8	1922108022	11,471		
40	8	1922108023	15,432		
41	8	1922108043	105,725		
42	9	1922116003	12,268		
43	9	1922116004	12,268		
44	9	1922116012	9,504		
45	9	1922116013	18,555		
46	9	1922116014	11,894		
47	9	1922116019	22,625		

Exhibit G-2
Chicago (Archer / Central Redevelopment Area) Acquisition List
PARCELS TO BE ACQUIRED BY CITY

COUNT	AREA NO.	PIN NO.	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
48	9	1922116020	12,447		
49	9	1922116021	20,144		
50	9	1922116022	14,141		
51	9	1922116023	10,562		
52	9	1922116043	31,486		
53	9	1922116044	9,326		
54	9	1922116045	19,368		
55	9	1922116046	30,444		
56	9	1922116047	33,581		
57	9	1922116049	12,240		
58	9	1922116050	38,187		
		TOTAL	1,892,694		

(1) Indicates the P.I.N.'s associated with residential buildings / units that would be removed if the Plan is implemented according to Exhibit G-1 (Land Acquisition Map) included in Attachment Two of the Appendix.

Attachment Three

Legal Description

Archer / Central Redevelopment Area

ALL THAT PART OF SECTIONS 8, 9, 15, 16, 17, 20, 21 AND 22, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE SOUTHERLY LINE OF W. ARCHER AVENUE WITH THE WEST LINE OF S. LARAMIE AVENUE;

THENCE SOUTH ALONG SAID WEST LINE OF S. LARAMIE AVENUE TO THE NORTHERLY LINE OF LOT 11 IN BLOCK 9 IN HETZEL'S ARCHER AVENUE ADDITION, A SUBDIVISION OF THE EAST HALF OF THE SOUTH WEST QUARTER OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTHERLY LINE OF LOT 11 BEING ALSO THE SOUTHERLY LINE OF THE ALLEY SOUTH OF W. ARCHER AVENUE;

THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF THE ALLEY SOUTH OF ARCHER AVENUE TO THE WEST LINE OF S. LATROBE AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. LATROBE AVENUE TO THE SOUTHERLY LINE OF W. ARCHER AVENUE;

THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF W. ARCHER AVENUE TO THE WESTERLY LINE OF LOT 4 IN BLOCK 10 IN SAID HETZEL'S ARCHER AVENUE ADDITION;

THENCE SOUTHERLY ALONG SAID WESTERLY LINE OF LOT 4 IN BLOCK 10 IN HETZEL'S ARCHER AVENUE ADDITION AND ALONG THE SOUTHERLY EXTENSION THEREOF TO THE NORTH LINE OF LOT 23 IN SAID BLOCK 10 IN HETZEL'S ARCHER AVENUE ADDITION, SAID NORTH LINE OF LOT 23 BEING ALSO THE SOUTHERLY LINE OF THE ALLEY SOUTH OF W. ARCHER AVENUE;

THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF THE ALLEY SOUTH OF W. ARCHER AVENUE TO THE EAST LINE OF S. LONG AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF S. LONG AVENUE TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 1 IN ZBIGNIEW BRZEZINSKI 'S RESUBDIVISION OF LOT 11 THROUGH 18 TOGETHER WITH THE ALLEY TO THE WEST THEREOF, ALL IN CRANE VIEW ARCHER AVENUE HOME ADDITION TO CHICAGO, A SUBDIVISION OF THAT PART OF THE WEST HALF OF THE WEST HALF OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOT 1 BEING ALSO THE SOUTHERLY LINE OF THE ALLEY SOUTH OF W. ARCHER AVENUE;

THENCE WESTERLY ALONG SAID EASTERLY EXTENSION AND THE SOUTHERLY LINE OF THE ALLEY SOUTH OF W. ARCHER AVENUE TO THE EAST LINE OF LOT 25 IN BLOCK 25 IN SAID CRANE VIEW ARCHER AVENUE HOME ADDITION TO CHICAGO, SAID EAST LINE OF LOT 25 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF S. LONG STREET;

THENCE SOUTH ALONG SAID WEST LINE OF THE ALLEY WEST OF S. LONG STREET TO THE NORTH LINE OF THE INDIANA HARBOR BELT RAIL ROAD RIGHT OF WAY;

THENCE EAST ALONG SAID NORTH LINE OF THE INDIANA HARBOR BELT RAIL ROAD RIGHT OF WAY TO THE EAST LINE OF S. LONG STREET;

THENCE SOUTH ALONG SAID EAST LINE OF S. LONG STREET TO THE SOUTH LINE OF W. 54TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 54TH STREET TO THE WEST LINE OF S. LINDER AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. LINDER AVENUE TO THE SOUTH LINE OF BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY;

THENCE WEST ALONG SAID SOUTH LINE OF BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY TO THE EAST LINE OF S. CENTRAL AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF S. CENTRAL AVENUE TO THE SOUTH LINE OF LOT 33 IN BLOCK 34 IN SAID CRANE VIEW ARCHER AVENUE HOME ADDITION TO CHICAGO;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 33 IN BLOCK 34 IN SAID CRANE VIEW ARCHER AVENUE HOME ADDITION TO CHICAGO AND ALONG THE EASTERLY EXTENSION THEREOF TO THE WEST LINE OF LOTS 16 AND 17 IN SAID BLOCK 34 IN CRANE VIEW ARCHER AVENUE HOME ADDITION TO CHICAGO, SAID WEST LINE OF LOTS 16 AND 17 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF S. CENTRAL AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF S. CENTRAL AVENUE TO THE SOUTH LINE OF LOT 21 IN SAID BLOCK 34 IN CRANE VIEW ARCHER AVENUE HOME ADDITION TO CHICAGO;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 21 IN BLOCK 34 IN CRANE VIEW ARCHER AVENUE HOME ADDITION TO CHICAGO AND ALONG THE EASTERLY EXTENSION THEREOF TO THE EAST LINE OF S. LUNA AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF S. LUNA AVENUE AND ALONG THE SOUTHERLY EXTENSION THEREOF TO THE SOUTH LINE OF W. 55TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 55TH STREET TO THE EAST LINE OF S. CENTRAL AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF S. CENTRAL AVENUE TO A LINE 750 FEET SOUTHWESTERLY FROM AND PARALLEL WITH THE CENTERLINE OF MIDWAY AIRPORT RUNWAY 13-R, SAID LINE BEING ALSO THE NORTHEASTERLY LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8035;

THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8035 TO A LINE 407.5 FEET EAST OF AND PARALLEL WITH THE EAST LINE OF S. CENTRAL AVENUE, SAID LINE BEING ALSO THE EAST LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8035;

THENCE SOUTH ALONG SAID LINE 407.5 FEET EAST OF AND PARALLEL WITH THE EAST LINE OF S. CENTRAL AVENUE TO A LINE 3,006.8 FEET NORTH OF THE SOUTH LINE OF SECTION 16, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID LINE BEING ALSO THE SOUTH LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8034;

THENCE WEST ALONG SAID SOUTH LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8034 TO THE EAST LINE OF S. CENTRAL AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF S. CENTRAL AVENUE TO THE NORTH LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8002;

THENCE EAST ALONG SAID NORTH LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8002 TO THE EAST LINE THEREOF, SAID EAST LINE BEING A LINE 302 FEET EAST OF AND PARALLEL WITH THE EAST LINE OF S. CENTRAL AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8002 TO THE SOUTH LINE THEREOF;

THENCE WEST ALONG SAID SOUTH LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8002 TO THE EAST LINE OF S. CENTRAL AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF S. CENTRAL AVENUE TO THE NORTH LINE OF W. 63RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 63RD STREET TO THE WEST LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8016;

THENCE NORTH ALONG SAID WEST LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8016, A DISTANCE OF 280.5 FEET, TO THE NORTH LINE THEREOF;

THENCE EAST ALONG SAID NORTH LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8016, A DISTANCE OF 138.16 FEET, TO THE EAST LINE THEREOF;

THENCE SOUTH ALONG SAID EAST LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8016, A DISTANCE OF 80.5 FEET, TO THE NORTH LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8006;

THENCE EAST ALONG SAID NORTH LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8006, A DISTANCE OF 120 FEET, TO THE EAST LINE THEREOF;

THENCE SOUTH ALONG SAID EAST LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8006 TO THE NORTH LINE OF W. 63RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 63RD STREET, A DISTANCE OF 120 FEET, TO THE WEST LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8005;

THENCE NORTH ALONG SAID WEST LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8005, A DISTANCE OF 200 FEET, TO THE NORTH LINE THEREOF;

THENCE EAST ALONG SAID NORTH LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8005, A DISTANCE OF 120 FEET TO THE EAST LINE THEREOF;

THENCE SOUTH ALONG SAID EAST LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8005, A DISTANCE OF 200 FEET, TO THE NORTH LINE OF W. 63RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 63RD STREET TO THE EAST LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8014;

THENCE NORTH ALONG SAID EAST LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8014, A DISTANCE OF 280.5 FEET, TO THE NORTH LINE THEREOF;

THENCE EAST ALONG SAID NORTH LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8014 AND ALONG THE NORTH LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8036 TO THE NORTHEASTERLY LINE OF SAID PARCEL OF LAND BEARING PIN 19-16-100-002-8036;

THENCE SOUTHEAST ALONG SAID NORTHEASTERLY LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8036 TO THE NORTH LINE OF W. 63RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 63RD STREET TO THE WESTERLY LINE OF S. CICERO AVENUE, AS WIDENED AND RELOCATED;

THENCE NORTH ALONG SAID WESTERLY LINE OF S. CICERO AVENUE, AS WIDENED AND RELOCATED, TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 10 IN BLOCK 5 IN CHICAGO TITLE AND TRUST COMPANY'S SUBDIVISION OF THE WEST 33 FEET SOUTH OF THE NORTH 175.71 FEET OF THE EAST QUARTER OF THE WEST HALF OF THE SOUTHWEST QUARTER AND THAT PART SOUTH OF THE NORTH 175.71 OF THE WEST THREE QUARTERS OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOT 10 BEING ALSO THE SOUTH LINE OF W. 60TH STREET;

THENCE EAST ALONG SAID WESTERLY EXTENSION AND THE SOUTH LINE OF W. 60TH STREET TO THE WEST LINE OF S. KEATING AVENUE;

THENCE SOUTH ALONG SAID WEST LINE OF S. KEATING AVENUE TO THE NORTH LINE OF LOT 3 IN BLOCK 4 IN SAID CHICAGO TITLE AND TRUST COMPANY'S SUBDIVISION;

THENCE WEST ALONG SAID NORTH LINE OF LOT 3 IN BLOCK 4 IN SAID CHICAGO TITLE AND TRUST COMPANY'S SUBDIVISION TO THE WEST LINE OF SAID LOT 3, SAID WEST LINE OF LOT 3 BEING ALSO THE EAST LINE OF THE ALLEY WEST OF S. KEATING AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY WEST OF S. KEATING AVENUE TO THE SOUTH LINE OF LOT 4 IN BLOCK 10 IN SAID CHICAGO TITLE AND TRUST COMPANY'S SUBDIVISION, SAID SOUTH LINE OF LOT 4 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF W. 63RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF W. 63RD STREET TO THE WEST LINE OF S. KEATING AVENUE;

THENCE SOUTH ALONG SAID WEST LINE OF S. KEATING AVENUE TO THE NORTH LINE OF LOT 43 IN BLOCK 4 IN MARQUETTE RIDGE, A SUBDIVISION OF THE SOUTH HALF OF THE WEST HALF OF THE NORTHWEST QUARTER AND THE NORTH HALF OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 22, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOT 43 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. 63RD STREET;

THENCE WEST ALONG SAID NORTH LINE OF LOT 43 IN BLOCK 4 IN MARQUETTE RIDGE TO THE WEST LINE THEREOF, SAID WEST LINE OF LOT 43 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF S. CICERO AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF S. CICERO AVENUE AND ALONG THE SOUTHERLY EXTENSION THEREOF TO THE SOUTH LINE OF W. MARQUETTE ROAD;

THENCE WEST ALONG SAID SOUTH LINE OF W. MARQUETTE ROAD AND ALONG THE WESTERLY EXTENSION THEREOF TO THE EAST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 21, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 21 BEING ALSO THE CENTERLINE OF S. CICERO AVENUE;

THENCE NORTH ALONG SAID EAST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 21 TO SOUTH LINE OF THE NORTH HALF OF SAID EAST HALF OF THE NORTHEAST QUARTER OF SECTION 21, SAID SOUTH LINE BEING ALSO THE CENTERLINE OF W. 65TH STREET;

THENCE WESTERLY ALONG SAID CENTERLINE OF W. 65TH STREET TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 23 IN BLOCK 8 IN F. H. BARTLETT'S MARQUETTE HIGHLANDS, A SUBDIVISION IN THE NORTHEAST QUARTER OF SECTION 21, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 23 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF S. CICERO AVENUE;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND ALONG THE WEST LINE OF THE ALLEY WEST OF S. CICERO AVENUE TO THE NORTH LINE OF LOT 8 IN BLOCK 1 IN SAID F. H. BARTLETT'S MARQUETTE HIGHLANDS, SAID NORTH LINE OF LOT 8 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. 63RD STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. 63RD STREET TO THE WEST LINE OF LOT 26 IN BLOCK 3 IN SAID F. H. BARTLETT'S MARQUETTE HIGHLANDS, SAID WEST LINE OF LOT 26 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF S. LAPORTE AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF S. LAPORTE AVENUE TO THE SOUTH LINE OF W. 64TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 64TH STREET TO THE WEST LINE OF S. LAPORTE AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. LAPORTE AVENUE TO THE NORTH LINE OF LOT 33 IN BLOCK 4 IN AFORESAID F. H. BARTLETT'S MARQUETTE HIGHLANDS,

SAID NORTH LINE OF LOT 33 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. 63RD STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. 63RD STREET TO THE WEST LINE OF LOT 42 IN CLEARING, A SUBDIVISION OF PART OF THE WEST THREE QUARTERS OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF LOT 42 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF S. CENTRAL;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF S. CENTRAL TO THE SOUTH LINE OF W. 64TH PLACE;

THENCE WEST ALONG SAID SOUTH LINE OF W. 64TH PLACE TO THE EAST LINE OF S. CENTRAL AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF S. CENTRAL AVENUE TO A LINE 10 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF W. 65TH STREET, SAID LINE BEING THE CITY LIMITS OF THE CITY OF CHICAGO;

THENCE WEST ALONG SAID LINE 10 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF W. 65TH STREET TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 46 IN BLOCK 4 IN FIRST ADDITION TO CLEARING, A SUBDIVISION OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 20, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 46 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF S. CENTRAL AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF S. CENTRAL AVENUE TO THE SOUTH LINE OF W. 63RD PLACE;

THENCE WEST ALONG SAID SOUTH LINE OF W. 63RD PLACE TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 35 IN BLOCK 1 IN SAID FIRST ADDITION TO CLEARING;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE EAST LINE OF LOT 35 IN BLOCK 1 IN SAID FIRST ADDITION TO CLEARING TO THE NORTH LINE THEREOF, SAID NORTH LINE OF LOT 35 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF 63RD STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. 63RD STREET TO THE WEST LINE OF S. MAJOR AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. MAJOR AVENUE TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 27 IN BLOCK 7 IN THE THIRD ADDITION TO

CLEARING, A SUBDIVISION IN THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 17, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 27 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF W. 63RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF W. 63RD STREET TO THE EAST LINE OF LOT 30 IN BLOCK 8 IN SAID THIRD ADDITION TO CLEARING, SAID EAST LINE OF LOT 30 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF S. CENTRAL AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF S. CENTRAL AVENUE TO THE NORTHERLY LINE OF LOT 59 IN FREDERICK H. BARTLETT'S CENTRAL AVENUE ADDITION, BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER LYING SOUTH OF THE RIGHT OF WAY OF THE CHICAGO & WESTERN INDIANA RAILROAD IN SECTION 17, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTHERLY LINE OF LOT 59 IN FREDERICK H. BARTLETT'S CENTRAL AVENUE ADDITION BEING ALSO THE SOUTHERLY LINE OF THE ALLEY NORTH OF W. 60TH STREET;

THENCE WESTERLY AND SOUTHWESTERLY ALONG SAID SOUTHERLY LINE OF THE ALLEY NORTH OF W. 60TH STREET TO THE EAST LINE OF S. MENARD AVENUE;

THENCE NORTH ALONG SAID EAST LINE OF S. MENARD AVENUE TO THE NORTH LINE OF AFORESAID ALLEY NORTH OF W. 60TH STREET;

THENCE WESTERLY ALONG THE WESTERLY EXTENSION OF SAID NORTH LINE OF THE ALLEY NORTH OF W. 60TH STREET TO THE CENTERLINE OF S. MENARD AVENUE;

THENCE NORTH ALONG SAID CENTERLINE OF S. MENARD AVENUE TO THE SOUTHERLY LINE OF THE BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY;

THENCE EASTERLY, NORTHEASTERLY AND NORTHERLY ALONG SAID SOUTHERLY LINE OF THE BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF BLOCK 68 IN FREDERICK H. BARTLETT'S THIRD ADDITION TO GARFIELD RIDGE, A SUBDIVISION OF THAT PART OF THE EAST HALF OF SECTION 17, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN LYING NORTH AND WEST OF THE RIGHT OF WAY OF THE INDIANA HARBOR BELT RAILROAD, SAID SOUTH LINE OF BLOCK 68 IN FREDERICK H. BARTLETT'S THIRD ADDITION TO GARFIELD RIDGE BEING ALSO THE NORTH LINE OF W. 58TH STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 58TH STREET TO THE WEST LINE OF S. CENTRAL AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. CENTRAL AVENUE TO THE NORTH LINE OF LOT 11 IN BLOCK 73 IN SAID FREDERICK H. BARTLETT'S THIRD ADDITION TO GARFIELD RIDGE;

THENCE WEST ALONG SAID NORTH LINE OF LOT 11 IN BLOCK 73 IN FREDERICK H. BARTLETT'S THIRD ADDITION TO GARFIELD RIDGE AND ALONG THE WESTERLY EXTENSION THEREOF TO THE EAST LINE OF LOT 28 IN SAID BLOCK 73 IN FREDERICK H. BARTLETT'S THIRD ADDITION TO GARFIELD RIDGE, SAID EAST LINE OF LOT 28 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF S. CENTRAL AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF S. CENTRAL AVENUE TO THE NORTH LINE OF LOT 8 IN BLOCK 71 IN SAID FREDERICK H. BARTLETT'S THIRD ADDITION TO GARFIELD RIDGE, SAID NORTH LINE OF LOT 8 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. 55TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. 55TH STREET TO THE WEST LINE OF S. PARKSIDE AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. PARKSIDE AVENUE TO THE SOUTH LINE OF W. 55TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 55TH STREET TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 10 IN THE SUBDIVISION OF THAT PART OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN LYING SOUTH OF THE CENTER LINE OF ARCHER AVENUE;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE EAST LINE OF LOT 10 IN AFORESAID SUBDIVISION TO THE SOUTH LINE OF LOT 46 IN AFORESAID SUBDIVISION;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 46 IN AFORESAID SUBDIVISION TO THE EAST LINE OF THE WEST 125 FEET OF SAID LOT 46;

THENCE NORTH ALONG SAID EAST LINE OF THE WEST 125 FEET OF SAID LOT 46 TO THE SOUTH LINE OF THE NORTH 15 FEET OF SAID LOT 46;

THENCE WEST ALONG SAID SOUTH LINE OF THE NORTH 15 FEET OF LOT 46 TO THE WEST LINE OF SAID LOT 46, SAID WEST LINE OF LOT 46 BEING ALSO THE EAST LINE OF S. MENARD AVENUE;

THENCE NORTH ALONG SAID EAST LINE OF S. MENARD AVENUE TO THE NORTH LINE OF SAID LOT 46;

THENCE EAST ALONG SAID NORTH LINE OF LOT 46 TO THE WEST LINE LOT 36 IN AFORESAID SUBDIVISION;

THENCE NORTH ALONG SAID WEST LINE LOT 36 TO THE NORTHERLY LINE OF LOT 4 IN BRUNS SUBDIVISION OF LOT 34 AND 35 IN THE SUBDIVISION OF THAT PART OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN LYING SOUTH OF THE CENTER LINE OF ARCHER AVENUE, SAID NORTHERLY LINE OF LOT 4 BEING ALSO THE SOUTHERLY LINE OF THE ALLEY SOUTH OF W. ARCHER AVENUE;

THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF THE ALLEY SOUTH OF W. ARCHER AVENUE TO THE EAST LINE OF LOT 14 IN SAID BRUNS SUBDIVISION, SAID EAST LINE OF LOT 14 BEING ALSO THE WEST LINE OF S. MASSASOIT AVENUE (FORMERLY 57TH COURT);

THENCE NORTH ALONG SAID WEST LINE OF S. MASSASOIT AVENUE (FORMERLY 57TH COURT) AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE NORTHERLY LINE OF W. ARCHER AVENUE;

THENCE EASTERLY ALONG SAID NORTHERLY LINE OF ARCHER AVENUE TO THE WEST LINE OF S. CENTRAL AVENUE;

THENCE NORTH ALONG SAID WESTERLY LINE OF S. CENTRAL AVENUE TO THE WESTERLY EXTENSION OF THE SOUTHERLY LINE OF LOT 36 IN CRANE VIEW ARCHER AVENUE HOME ADDITION TO CHICAGO, A SUBDIVISION OF THAT PART OF THE WEST HALF OF THE WEST HALF OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTHERLY LINE OF LOT 36 BEING ALSO THE NORTHERLY LINE OF THE ALLEY NORTH OF W. ARCHER AVENUE;

THENCE EASTERLY ALONG SAID WESTERLY EXTENSION AND THE NORTHERLY LINE OF THE ALLEY NORTH OF ARCHER AVENUE TO THE NORTHERLY EXTENSION OF THE WESTERLY LINE OF THE EASTERLY 10 FEET OF LOT 29 IN BLOCK 23 IN SAID CRANE VIEW ARCHER AVENUE HOME ADDITION TO CHICAGO;

THENCE SOUTHERLY ALONG SAID NORTHERLY EXTENSION AND THE WESTERLY LINE OF THE EASTERLY 10 FEET OF LOT 29 IN BLOCK 23 IN CRANE VIEW ARCHER AVENUE HOME ADDITION TO CHICAGO TO THE NORTHERLY LINE OF W. ARCHER AVENUE;

THENCE EASTERLY ALONG SAID NORTHERLY LINE OF W. ARCHER AVENUE TO THE EASTERLY LINE OF LOT 27 IN BLOCK 24 IN SAID CRANE VIEW ARCHER AVENUE HOME ADDITION TO CHICAGO;

THENCE NORTHERLY ALONG SAID EASTERLY LINE OF LOT 27 IN BLOCK 24 IN CRANE VIEW ARCHER AVENUE HOME ADDITION TO CHICAGO AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE SOUTHERLY LINE OF LOT 29 IN SAID BLOCK 24 IN CRANE VIEW ARCHER AVENUE HOME ADDITION TO CHICAGO, SAID SOUTHERLY LINE OF LOT 29 BEING ALSO THE NORTHERLY LINE OF THE ALLEY NORTH OF W. ARCHER AVENUE;

THENCE EASTERLY ALONG SAID NORTHERLY LINE OF THE ALLEY NORTH OF W. ARCHER AVENUE TO THE EAST LINE OF S. LARAMIE AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF S. LARAMIE AVENUE TO THE SOUTHERLY LINE OF W. ARCHER AVENUE;

THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF W. ARCHER AVENUE TO THE POINT OF BEGINNING AT THE WEST LINE OF S. LARAMIE AVENUE.

ALL IN THE CITY OF CHICAGO, COOK COUNTY, ILLINOIS.

Attachment Four

**1998 Estimated EAV By
Tax Parcel**

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN #	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
1	1908427001	149,064		
2	1908427002	17,984		
3	1908428003	Exempt		
4	1908428011	65,534		
5	1908428013	Exempt		
6	1908428014	153,984		
7	1908428015	153,984		
8	1908428016	44,182		
9	1908428023	Railroad		
10	1908428024	Railroad		
11	1908428037	Exempt		
12	1908428038	316,757		
13	1908428041	13,851		
14	1908428046	586,557		
15	1908428047	125,307		
16	1908428048	Exempt		
17	1908428049	170,357		
18	1908428050	Exempt		
19	1908428054	7,536		
20	1908428055	Exempt		
21	1908428056	Exempt		
22	1908428057	419,160		
23	1908428058	Exempt		
24	1908428059	Exempt		
25	1908428060	102,316		
26	1908428061	Exempt		
27	1908428062	486,033		
28	1908428063	407,851		
29	1908428064	1,888		
30	1908429014	Exempt		
31	1908429015	Exempt		
32	1908429016	Exempt		
33	1908429017	Exempt		
34	1908429018	Exempt		
35	1908429019	Railroad		
36	1908429020	Exempt		
37	1908429021	Exempt		
38	1908429022	Exempt		
39	1908429023	Exempt		
40	1908429024	Exempt		
41	1908429025	Exempt		
42	1908429026	Exempt		
43	1908429027	Exempt		
44	1908429028	Exempt		
45	1908429029	Exempt		
46	1908429030	Exempt		
47	1908429031	8,894	Y	
48	1908430006	Exempt		
49	1908430007	Exempt		
50	1908430008	Exempt		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN #	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
51	1908430009	Exempt		
52	1908430010	Exempt		
53	1908430011	Exempt		
54	1908430012	Exempt		
55	1908430013	Exempt		
56	1908430017	4,120		
57	1908430018	4,120		
58	1908430019	7,170		
59	1908430020	9,633		
60	1908430021	7,170		
61	1908430022	7,170		
62	1908430023	7,170		
63	1908430024	7,170		
64	1908430025	52,418		
65	1908430026	52,418		
66	1908430027	26,976		
67	1908430028	26,976		
68	1908430029	Exempt		
69	1908430030	Exempt		
70	1908430032	Exempt		
71	1908430033	Exempt		
72	1908430034	Exempt		
73	1908430035	Exempt		
74	1908430036	Exempt		
75	1908430037	Exempt		
76	1908430038	5,676		
77	1908430042	Exempt		
78	1908430043	Exempt		
79	1908430044	Exempt		
80	1908430045	148,698		
81	1908430050	5,572		
82	1908430051	27,362	Y	
83	1908430052	2,690		
84	1908502002	Railroad		
85	1908502003	Railroad		
86	1908503001	Railroad		
87	1909308052	89,980		
88	1909308053	81,169		Mixed Use
89	1909308054	8,992		Mixed Use
90	1909308055	71,651		Mixed Use
91	1909308056	51,332		
92	1909308069	267,609		
93	1909309044	150,718		
94	1909309045	46,669		
95	1909309046	56,854		Multi-Family
96	1909309047	40,773		Multi-Family
97	1909309048	37,132		Multi-Family
98	1909309049	48,538		
99	1909309076	167,364		
100	1909310068	111,168		
101	1909311040	36,293		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN #	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
102	1909311041	42,741		
103	1909311042	76,192		
104	1909311043	76,403		Mixed Use
105	1909311044	51,899		Mixed Use
106	1909311045	69,521		
107	1909311046	72,488		Mixed Use
108	1909312028	179,022		
109	1909312029	84,709		
110	1909312032	114,759		Mixed Use
111	1909312033	55,539		
112	1909312034	78,986		
113	1909312035	78,986		
114	1909312036	90,335		
115	1909312037	43,016		
116	1909312039	46,098		
117	1909313024	75,819		Multi-Family
118	1909313025	45,026		
119	1909313026	82,780		Mixed Use
120	1909313027	25,470		Mixed Use
121	1909313028	85,624		Mixed Use
122	1909313029	38,061		Mixed Use
123	1909313030	149,814		Mixed Use
124	1909313031	70,829		Mixed Use
125	1909313032	16,057		
126	1909313033	82,725		
127	1909314023	8,992		
128	1909314024	118,207		Single Family
129	1909314025	118,207		Multi-Family
130	1909314026	24,753		Mixed Use
131	1909314027	60,915		Mixed Use
132	1909314028	49,364		Mixed Use
133	1909314029	184,851		Mixed Use
134	1909315026	654,988		Multi-Family (2 buildings)
135	1909316053	207,091		
136	1909317020	74,149	Y	
137	1909317021	69,327		
138	1909317022	178,216		
139	1909317023	70,450		
140	1909317024	18,113		
141	1909317025	18,113		
142	1909317026	49,137		
143	1909317027	47,951		
144	1909317028	18,599		
145	1909317029	25,232		
146	1909317071	437,735		
147	1909317072	3,923,818		
148	1909318016	493,534		
149	1909319001	171,002		
150	1909319002	16,166		
151	1909319003	16,166		
152	1909319004	16,166		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN #	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
153	1909319005	16,166		
154	1909319006	16,166		
155	1909319007	20,155		
156	1909319008	24,454		
157	1909319009	65,678		
158	1909319010	173,276		Mixed Use
159	1909320001	77,674		
160	1909320002	132,658		Mixed Use
161	1909320003	8,992		Mixed Use
162	1909321034	295,385		
163	1909321035	497,017		
164	1909324046	9,609		
165	1909324047	35,077		
166	1909324048	48,300		
167	1909324063	Exempt		
168	1909500003	Railroad		
169	1909500005	Railroad		
170	1915308001	12,951	Y	
171	1915308002	6,524	Y	
172	1915308003	6,524	Y	
173	1915308004	4,349		
174	1915308005	3,163	Y	
175	1915308006	Exempt		
176	1915308007	Exempt		
177	1915308008	Exempt		
178	1915308009	Exempt		
179	1915308010	Exempt		
180	1915308011	Exempt		
181	1915308012	Exempt		
182	1915308013	Exempt		
183	1915308014	Exempt		
184	1915308015	Exempt		
185	1915308016	Exempt		
186	1915308017	Exempt		
187	1915308018	Exempt		
188	1915308019	Exempt		
189	1915308020	Exempt		
190	1915308021	Exempt		
191	1915308022	Exempt		
192	1915308023	Exempt		
193	1915315001	12,726	Y	
194	1915315002	13,156	Y	
195	1915315003	19,780	Y	
196	1915315004	26,462	Y	
197	1915315005	20,835	Y	
198	1915315006	34,270		
199	1915315007	35,236		
200	1915315008	62,956	Y	
201	1915315009	11,837	Y	
202	1915315012	6,524	Y	
203	1915315013	3,599	Y	

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN #	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
204	1915315014	19,356		
205	1915315015	11,837		
206	1915315016	4,349		
207	1915315017	3,163		
208	1915315019	Exempt		
209	1915315020	Exempt		
210	1915315021	Exempt		
211	1915315022	Exempt		
212	1915315023	6,524	Y	
213	1915315024	48,603	Y	
214	1915315046	127,969	Y	
215	1915315047	Exempt		
216	1915322001	Exempt		
217	1915322002	Exempt		
218	1915322003	Exempt		
219	1915322004	Exempt		
220	1915322005	Exempt		
221	1915322006	Exempt		
222	1915322007	Exempt		
223	1915322029	36,842		
224	1915322030	26,802		
225	1915322031	85,703		
226	1915322032	65,404		
227	1915322033	14,647		
228	1915322034	15,421		
229	1915322035	19,632		
230	1915322041	Exempt		
	1916100002			
231	8002	667,049		
232	8005	379,902		
233	8006	308,074		
234	8014	1,983,116		
235	8016	395,161		
236	8035	2,343,434		
237	8059	1,053,118		
238	8060	1,023,217		
239	8061	185,150		
240	1917207001	Exempt		
241	1917207002	Exempt		
242	1917207003	Exempt		
243	1917207004	Exempt		
244	1917207005	Exempt		
245	1917207006	Exempt		
246	1917207007	Exempt		
247	1917207019	Exempt		
248	1917207020	Exempt		
249	1917207021	Exempt		
250	1917207022	Exempt		
251	1917207023	Exempt		
252	1917207024	Exempt		
253	1917207025	Exempt		

1998 Estimated EAV by Tax Parcel

COUNT	ASSEESSEE PIN #	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
254	1917207026	Exempt		
255	1917207027	Exempt		
256	1917207028	Exempt		
257	1917207029	8,393		
258	1917207030	Exempt		
259	1917207041	Exempt		
260	1917215023	Exempt		
261	1917215024	Exempt		
262	1917215025	Exempt		
263	1917215026	Exempt		
264	1917215027	Exempt		
265	1917215029	42,303		
266	1917215030	34,043		
267	1917215031	79,139		
268	1917215032	13,642		
269	1917215033	Exempt		
270	1917215034	Exempt		
271	1917215035	Exempt		
272	1917215036	Exempt		
273	1917215038	7,194		
274	1917215039	7,630		
275	1917215057	Exempt		
276	1917215058	Exempt		
277	1917215059	3,597		
278	1917215060	Exempt		
279	1917215061	1,151		
280	1917223011	7,638		
281	1917223012	7,194		
282	1917223013	57,578		
283	1917223014	57,578		
284	1917223015	48,577		
285	1917223016	48,577		
286	1917223017	62,493		
287	1917223018	62,493		
288	1917223019	58,916		
289	1917223020	58,916		
290	1917230002	Exempt		
291	1917230004	Exempt		
292	1917407008	29,549		
293	1917407009	13,223		
294	1917407010	13,223		
295	1917407011	13,223		
296	1917407012	13,223		
297	1917407013	13,223		
298	1917407014	13,223		
299	1917407015	23,750		
300	1917407016	23,750		
301	1917407017	23,750		
302	1917407018	23,750		
303	1917407019	33,006		
304	1917407020	33,006		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN #	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
305	1917407021	35,168		
306	1917407022	55,664		
307	1917407023	55,664		
308	1917407024	55,664		
309	1917407025	55,664		
310	1917415012	46,846		
311	1917415013	81,578		
312	1917415014	81,578		
313	1917415015	81,578		Mixed Use
314	1917415016	46,192		
315	1917415017	63,130		
316	1917415018	54,975		
317	1917415019	7,207		Mixed Use
318	1917415020	7,207		
319	1917415021	7,207		
320	1917415022	7,207		
321	1917415023	7,207		
322	1917415024	7,207		
323	1917415025	7,207		
324	1917415026	99,702		
325	1917415027	103,111		Mixed Use
326	1917415028	19,883		
327	1917415029	15,972		
328	1917415030	26,904		
329	1917415031	27,872		
330	1917415032	44,936		
331	1917415033	44,936		Multi-Family
332	1917415034	52,651		
333	1917415035	53,397		
334	1917423021	5,513		
335	1917423022	32,675		
336	1917423023	136,619		
337	1917423024	19,966		
338	1917423025	7,150		Single Family
339	1917423026	32,784		
340	1917423027	33,416		Single Family
341	1917423028	32,106		Single Family
342	1917423029	32,106		Single Family
343	1917423030	33,793		Single Family
344	1917423031	31,486		Single Family
345	1917423032	30,719		Single Family
346	1917423033	41,309		Single Family
347	1917423034	59,598		
348	1917423035	7,150		
349	1917423036	7,150		
350	1917423037	41,686		
351	1917423038	7,150		
352	1917423039	7,150		
353	1917423040	7,150		
354	1917423041	7,150		
355	1917423042	7,150		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN #	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
356	1917423043	131,904		
357	1917423044	131,904		
358	1917430029	15,377		
359	1917430030	14,799		
360	1917430031	14,799		
361	1917430032	14,799		
362	1917430033	14,799		
363	1917430034	37,346		
364	1917430035	37,346		
365	1917430036	65,955		
366	1917430037	36,513		Mixed Use
367	1917430038	55,389		Mixed Use
368	1917430039	55,389		
369	1917431015	22,451		
370	1917431016	20,748	Y	
371	1917431017	19,569		
372	1917431018	19,569	Y	
373	1917431022	62,925		
374	1917431023	8,340		
375	1917431024	8,340		
376	1917431025	8,340		
377	1917431026	8,340		
378	1917431027	76,351		
379	1917431028	76,351		
380	1917431029	76,351		
381	1917431030	8,340		
382	1917431031	8,340		
383	1917431032	8,340		
384	1917431033	47,293		
385	1917431034	46,713		Mixed Use
386	1917431035	69,406		
387	1917431036	70,411		
388	1917431037	89,640		Mixed Use
389	1917431038	106,867		
390	1917431039	354,454		Mixed Use
391	1917431042	124,185		Mixed Use
392	1917431043	59,925		
393	1920203001	33,989		
394	1920203002	56,608		
395	1920203003	34,342		
396	1920203004	78,470		
397	1920203005	44,579		
398	1920203006	75,932		
399	1920203007	141,412		
400	1920203011	46,151		
401	1920203014	99,569		Mixed Use (part of 1920203040)
402	1920203015	55,420		
403	1920203016	75,198		
404	1920203017	67,740		
405	1920203018	Exempt		
406	1920203030	Exempt		

1998 Estimated EAV by Tax Parcel

COUNT	ASSEESSEE PIN #	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
407	1920203031	Exempt		
408	1920203038	35,447		Mixed Use (part of 1920203040)
409	1920203039	122,133		
410	1920203040	125,830		Mixed Use
411	1920203041	Exempt		
412	1920203042	14,141	Y	
413	1920203043	124,126		Mixed Use
414	1920207033	52,904		
415	1920207034	42,558		
416	1920207035	48,910		Mixed Use
417	1920207036	7,481		
418	1920207037	78,666		
419	1920207039	192,930		
420	1920211034	8,063		
421	1920211035	7,170		
422	1920211036	7,170		
423	1920211037	7,170		
424	1920211038	7,170		
425	1920211039	13,180		Mixed Use
426	1920211040	67,333		
427	1920211041	7,170		
428	1920211042	47,363	Y	
429	1920211043	56,839	Y	
430	1920215037	13,243	Y	
431	1920215038	13,243		
432	1920215039	13,243		
433	1920215040	13,243		
434	1920215041	13,243		
435	1920215044	83,355		Mixed Use
436	1920215045	6,620	Y	Y
437	1920215046	45,375	Y	Multi-Family
438	1920215048	Exempt		
439	1921100001	Exempt		
440	1921100002	Exempt		
441	1921100003	Exempt		
442	1921100004	Exempt		
443	1921100005	15,560		
444	1921100006	15,560		
445	1921100007	15,560		
446	1921100008	81,897		
447	1921100009	16,351		
448	1921100010	16,351		
449	1921100011	16,351		
450	1921100012	16,351		
451	1921100013	16,351		
452	1921100014	16,351		
453	1921100015	16,351		
454	1921100016	15,488		
455	1921100017	16,989		
456	1921100018	48,577		
457	1921100019	8,393		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN #	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
458	1921100020	33,091		Mixed Use
459	1921100021	53,536		
460	1921100022	53,660		Mixed Use
461	1921101001	13,668		
462	1921101002	14,555		
463	1921101003	14,555		
464	1921101004	14,555		
465	1921101005	14,555		
466	1921101006	13,470		
467	1921101007	7,573		
468	1921101008	14,176		
469	1921101009	24,131		
470	1921101010	24,131		
471	1921101011	43,467		
472	1921101012	93,315		
473	1921101013	93,315		
474	1921101014	14,416		
475	1921101015	14,403		
476	1921101016	37,325		
477	1921101017	14,557		
478	1921101018	14,557		
479	1921101019	14,557		
480	1921101020	14,557		
481	1921101021	14,557		
482	1921101022	14,557		
483	1921101023	85,476		Mixed Use
484	1921102001	35,249		
485	1921102002	46,377		
486	1921102003	46,377		
487	1921102004	19,966		
488	1921102005	58,269		
489	1921102006	40,884		
490	1921102007	40,884		
491	1921102008	42,914		Mixed Use
492	1921103001	64,021		
493	1921103002	24,053		
494	1921103003	24,053		
495	1921103004	7,194		
496	1921103005	12,205		
497	1921103032	14,793		Multi-Family
498	1921103033	14,863		Multi-Family
499	1921103034	14,693		Multi-Family
500	1921103035	71,858		Multi-Family
501	1921104036	127,230		
502	1921104037	66,129		Multi-Family
503	1921105021	1,034,458		
504	1921106001	181,084		Mixed Use
505	1921106004	47,446		
506	1921106005	14,102		
507	1921106006	14,102		
508	1921106007	14,102		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN #	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
509	1921106008	90,148		Mixed Use
510	1921106009	77,075		Single Family & Mixed Use (2 buildings)
511	1921106038	49,209		
512	1921109001	63,965		
513	1921109002	15,719		
514	1921109003	15,368		
515	1921109004	15,368		
516	1921109005	Exempt		
517	1921109006	41,791		
518	1921109007	46,404		
519	1921109008	40,736		
520	1921109009	40,784		
521	1921200001	16,602		
522	1921200002	13,696		
523	1921200003	13,696		
524	1921200004	13,696		
525	1921200005	13,696		
526	1921200006	12,480		
527	1921200007	13,045		
528	1921200008	30,111		
529	1921201001	47,025		
530	1921201002	23,434		
531	1921201003	23,434		
532	1921201004	23,434		
533	1921201005	23,434		
534	1921201006	23,434		
535	1921201007	13,158		
536	1921201008	30,349		
537	1921202001	33,058		
538	1921202002	13,223		
539	1921202003	13,223		
540	1921202008	30,529		
541	1921202018	27,002		
542	1921202019	30,684		
543	1921203002	41,499		
544	1921203003	31,458		
545	1921203004	38,926		
546	1921203005	38,926		
547	1921203006	38,926		
548	1921203007	38,926		
549	1921203008	31,582		
550	1921203009	62,326		
551	1921203010	16,766		
552	1921204001	17,210		
553	1921204002	13,167		
554	1921204003	61,083		Mixed Use
555	1921204004	12,460		Mixed Use
556	1921204005	12,460		
557	1921204006	59,949		
558	1921204007	59,949		
559	1921204008	12,816		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN #	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
560	1921204009	49,477		
561	1921205001	17,729		
562	1921205002	7,573		
563	1921205006	13,084		
564	1921205007	13,003		Mixed Use (part of 1921205041)
565	1921205029	Exempt		
566	1921205040	128,998		Mixed Use
567	1921205041	127,810		Mixed Use
568	1921206001	Exempt		
569	1921206054	Exempt		
570	1921207003	15,242		
571	1921207004	15,368		
572	1921207005	15,368		
573	1921207006	18,651		
574	1921207007	123,988		
575	1921207022	21,978		
576	1921207023	15,697		
577	1921207024	15,697		
578	1921207025	16,341		
579	1921207026	59,313		
580	1921207027	70,537		
581	1921207028	25,649		
582	1921207035	15,000		
583	1921207036	15,000		
584	1921207037	15,000		
585	1921207038	28,884		
586	1921207039	Exempt		
587	1921207044	Exempt		
588	1921207045	123,164		
589	1921211011	56,710		
590	1921211012	48,902		
591	1921211013	48,902		
592	1921211014	29,871		
593	1921211015	19,752		
594	1921211016	15,804		
595	1921211017	19,371		
596	1921211018	59,391		
597	1921211019	65,713		
598	1921211020	72,030		
599	1921211021	59,391		
600	1921211022	56,662		
601	1921211023	38,634		
602	1921211024	16,109		
603	1921211025	14,248		
604	1921211026	15,333		
605	1921211027	12,831		
606	1921211028	12,785		
607	1921211029	12,785		
608	1921211030	12,689		
609	1921211031	12,689		
610	1921211032	45,202		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN #	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
611	1922100045	420,426		
612	1922100046	83,222		
613	1922100047	226,901		
614	1922100048	180,345		
615	1922108007	12,236		
616	1922108008	12,236		
617	1922108009	12,107		
618	1922108010	12,107		
619	1922108011	12,107		
620	1922108012	12,107		
621	1922108013	12,107		
622	1922108014	40,165		
623	1922108015	40,165		
624	1922108016	25,559		
625	1922108017	13,280		
626	1922108018	12,269		
627	1922108019	27,277		
628	1922108020	24,807		
629	1922108021	24,807		
630	1922108022	11,471		
631	1922108023	15,432		
632	1922108043	105,725		
633	1922112001	18,980		
634	1922112002	12,759		
635	1922112003	12,759		
636	1922112004	12,759		
637	1922112005	12,759		
638	1922112006	12,759		
639	1922112007	12,759		
640	1922112008	42,896		
641	1922112009	74,838		
642	1922112010	42,896		
643	1922112011	14,636		
644	1922112012	12,759		
645	1922112013	12,759		
646	1922112014	12,759		
647	1922112015	12,759		
648	1922112016	12,759		
649	1922112017	12,759		
650	1922112018	12,759		
651	1922112019	12,759		
652	1922112020	12,759		
653	1922112042	60,381		
654	1922116003	12,268		
655	1922116004	12,268		
656	1922116012	9,504		
657	1922116013	18,555		
658	1922116014	11,894		
659	1922116019	22,625		
660	1922116020	12,447		
661	1922116021	20,144		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN #	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
662	1922116022	14,141		
663	1922116023	10,562		
664	1922116043	31,486		
665	1922116044	9,326		
666	1922116045	19,368		
667	1922116046	30,444		
668	1922116047	33,581		
669	1922116049	12,240		
670	1922116050	38,187		
	TOTAL	39,812,387		

(1) Indicates the P.I.N.'s associated with residential buildings / units that would be removed if the Plan is implemented according to Exhibit C (Generalized Land Use Plan) included in Attachment Two of the Appendix.